

ADOT CORRIDOR PROFILE STUDIES

Round 4

Technical Advisory Committee (TAC) Meeting Summary No. 9

August 28, 2017

Attendees: *phoned-in

David Benton	ADOT Bridge Group	Chris Bridges*	CYMPO
Pe-Shen Yang	ADOT Bridge Group	David Wessel*	FMPO
Raul Amavisca*	ADOT Central District	Quinn Castro	MAG
Mark Hoffman	ADOT MPD	Judy Adams*	USFS
Heidi Yaqub	ADOT MPD	Tyler Besch	AECOM
Asad Karim	ADOT MPD	Kate Bondy	AECOM
Tazeen Dewan	ADOT MPD	Rodney Bragg	AECOM
Kara Lavertue*	ADOT Northwest District	Daksha Masurkar*	AECOM
Emily Dawson*	ADOT Southcentral District	Dillon Kennedy*	AECOM
Tom Engel*	ADOT Southeast District	Brent Crowther	Kimley-Horn
Rosalinda Federico	ADOT Tribal Liaison	Michael Grandy	Kimley-Horn
Ermalinda Gene	ADOT Tribal Liaison	Eric Sweat	Kimley-Horn
Nazar Nabaty	ADOT TSMO	Joy Melita	WSP
Kerry Wilcoxon	ADOT TSMO	Jennifer Love	WSP
Jeralyn Peterson*	AGFD	Stephen Doubek	WSP
Micah Horowitz *	ASLD	Steven Sifferman	WSP

Introductions

Michael Grandy (Kimley-Horn) welcomed the attendees and initiated introductions. The meeting sign-in sheet is attached.

I. Overview of the Corridor Profile Studies

Tazeen Dewan provided an overview of the Corridor Profile Study program. Ten corridors are being studied in Round 4. Eleven corridors were completed in the previous three rounds. Michael Grandy summarized the Corridor Profile Study process, including its purpose and expectations. The performance framework, evaluation, and needs assessment processes were also reviewed.

II. Review of Round 4, Task 1 – Performance and Needs Evaluation

Michael Grandy reviewed the ADOT and consultant project managers assigned to each corridor. Each of the Round 4 teams then presented the results of the draft document *Performance and Needs Evaluation*, which included a corridor location and segmentation map, corridor performance summary tables, and the corridor needs summary table. Questions from the TAC and subsequent responses are summarized below:

- Raul Amavisca (ADOT Central District): Safety performance area is looking at what factors? Michael Grandy (Kimley-Horn) answered saying the Safety Index looks at the frequency and rate of fatal and incapacitating injury crashes only, with secondary safety performance measures looking at certain crash characteristics like crashes involving pedestrians, bicyclists, trucks, and motorcycles.

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- Tom Engel (ADOT Southeastern District): Pavement performance data for SR 90/80 corridor is somewhat skewed due to a recently completed project. Brent Crowther (Kimley-Horn) acknowledged the previously completed project and noted that although the performance data does not indicate good pavement due to the date of the data being before the project was implemented, the pavement level of need for the corridor takes the recently completed project into account. The final pavement need going forward will show no need because of the recently completed project.
- Tom Engel (ADOT Southeastern District): What does the freight and mobility data set consist of and can causes for poor performance be identified directly in the data? Brent Crowther (Kimley-Horn) answered saying it is mostly raw data (e.g., travel speed data). Causes or contributing factors to poor performance can sometimes be inferred by reviewing corridor characteristics, obtaining TAC/stakeholder input, and conducting field reviews – this will be looked at in more detail as solutions are being developed.
- Kerry Wilcoxon (ADOT TSMO): Why is safety an emphasis area on the SR 64 corridor when the level of need is low? Joy Melita (WSP) noted that it was a policy decision made statewide that all corridors will include the safety performance area as an emphasis area for these studies.
- Nazar Nabaty (ADOT TSMO): What is the meaning of the term “insufficient data” in the safety performance results? Brent Crowther (Kimley-Horn) responded that “insufficient data” refers to there not being enough data to draw statistically significant results (usually due to the combination of a low number of crashes and low traffic volumes). The term “insufficient data” has been used in Rounds 1-4 thus far.
- Ermalinda Gene (ADOT Tribal Liaison): Does the closure performance measure include anything besides weather? Joy Melita (WSP) indicated closures could include any kind of unplanned closure, such as due to crashes, fires, or weather events.

III. Next Steps

Tyler Besch (AECOM) reviewed the next steps for Round 4, which include the TAC review deadline of September 1, 2017 for comments on *Performance and Needs Evaluation* and the submittal in November 2017 of the draft document *Solution Development, Evaluation and Prioritization*. Tyler also reviewed the Statewide Summary Report progress, indicating that Rounds 1-3 performance, needs, and solutions are currently being compiled. Next step for the Statewide Summary will be incorporating Round 4 performance, needs, and solutions once they are finalized. Rounds 1-3 results on the total number of projects and highest needs were summarized.

Corridor Profile Study Technical Advisory Committee Meeting (8-28-17)

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Corridor Profile Study Technical Advisory Committee Meeting (8-28-17)

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Corridor Profile Study Technical Advisory Committee Meeting (8-28-17)

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Agenda

Project: **ADOT Corridor Profile Study Round 4**

Subject: Technical Advisory Committee Meeting

Date: Monday, August 28, 2017

Location: ADOT Transportation Board Room (206 S. 17th Ave)
(Conference Call: 866-691-4535, Conference Code 2753784#)

Attendees: (Please sign in); *those on the telephone please send an email to Michael.Grandy@kimley-horn.com confirming your participation*

1. Introductions (5 minutes)- 9:00 am
2. Corridor Profile Studies Overview (10 minutes) – 9:05 am
 - Slides 3-11: Overview and performance framework
3. Corridor Segments, Performance, and Needs Summary – 9:15 am

Questions answered throughout presentation as they pertain to the respective corridors

 - SR 68/95 corridor (Slides 12-15) – 9:15 am
 - SR 347/84 corridor (Slides 16-19) – 9:30 am
 - SR 90/80 (Slides 20-23) – 9:45 am
 - SR 179/89A/260 (Slides 24-27) – 10:00 am
 - SR 64 (Slides 28-31) – 10:15 am
 - SR 77 (Slides 32-35) – 10:30 am
 - SR 260/60 (Slides 36-39) – 10:45 am
 - SR 69/89A/89 (Slides 40-43) – 11:00 am
 - US 89 (Slides 44-47) – 11:15 am
 - US 160 (Slides 48-51) – 11:30 am
4. Next Steps (5 minutes) – 11:45 am
 - Slides 52-54: Next steps and statewide summary
5. Additional questions – 11:50 am

ADOT MPD CORRIDOR PROFILE STUDIES

Round 4: SR 64, SR 68/95N, SR 69/89A/89, SR 77, US 89,
SR 90/80, US 160, SR 179/89A/260, SR 260/60, SR 347/84

Technical Advisory Committee (TAC) Meeting

Monday, August 28, 2017

9:00am – 12:00pm

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Agenda

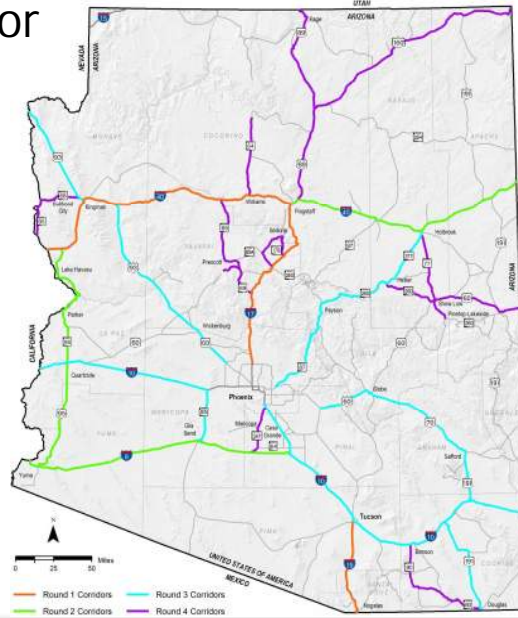
- Introductions
- Overview and Purpose of the Corridor Profile Studies
- Corridor Locations and Segments
- Corridor Performance Summary
- Corridor Needs Summary
- Next Steps
- Questions

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Overview of Corridor Profile Studies

- Performance-based analysis that identifies strategic improvements
- 11 corridors in Rounds 1-3 completed
- 10 corridors in Round 4



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Corridor Profile Study Purpose

- Transparent, defensible, logical, reproducible process for identifying potential solutions for future programming
- Linking planning to programming to use available funds more effectively
- Identify system performance needs that decision-making will be based on
- Assist with implementation of MAP-21/FAST requirements
- Nominate potential strategic solutions for consideration in program
 - Potential solutions will require additional scoping after nomination

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Strategic Program Expectations

- Develop performance-based potential solutions that can be evaluated through the statewide planning-to-programming (P2P) process
- Address needs in strategic locations that provide the most value for the investment
- Develop tools that ADOT can use to track corridor performance and levels of need over time
- Provide statewide comparison of need across all studied corridors

Performance Framework Overview



- Process leads to solution prioritization
- Consistent methodology and approach statewide
- Integrates with existing project nomination process

Performance Framework Overview



Performance Evaluation

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Performance Evaluation

- Assess corridor health through a performance-based system
- Apply uniformly across multiple corridors
- Allow comparison of corridors
- Identify locations that warrant further investigation
- Three-level scale
 - Good/Above Average ■
 - Fair/Average ■
 - Poor/Below Average ■

Performance Area	Primary Measure	Secondary Measures
Pavement	Pavement Index (Combination of IRI and Cracking)	<ul style="list-style-type: none"> Pavement Serviceability Pavement Failure Pavement Hot Spots
Bridge	Bridge Index (Deck Rating, Substructure Rating, or Superstructure Rating)	<ul style="list-style-type: none"> Bridge Sufficiency Functionally Obsolete Lowest Bridge Rating Bridge Hot Spots
Mobility	Mobility Index (Combination of Current V/C and Future V/C)	<ul style="list-style-type: none"> Current Volume/Capacity Future Volume/Capacity Travel Time Index (TTI) Planning Time Index (PTI) Road Closure Frequency % Non-Single Occupancy Vehicle Trips Bicycle Accommodations
Safety	Safety Index (Frequency of fatal and incapacitating injury crashes)	<ul style="list-style-type: none"> Strategic Highway Safety Plan Emphasis Areas Crash Unit Types Directional Safety Index Safety Hot Spots
Freight	Freight Index (Truck Planning Time Index)	<ul style="list-style-type: none"> Directional Truck TTI (TTTI) Directional Truck PTI (TPTI) Road Closure Duration Clearance Restrictions

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Performance Framework Overview



Needs Assessment

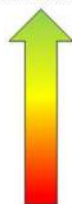
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Performance-Based Needs Assessment

- Calculate Need scores based on performance evaluation
- Apply uniformly across multiple corridors
- Account for recent projects
- Identify locations that warrant strategic investment

Performance increases (score based on scale of index)



Performance Score	Performance Level	Level of Need	Need Score	Description
6.5	Good	None	0.0	All levels of Good and top 1/3 of Fair (>6.0)
	Good			
	Good			
5.0	Fair	Low	1.0	Middle 1/3 of Fair (5.5-6.0)
	Fair			
	Fair	Medium	2.0	Lower 1/3 of Fair and top 1/3 of Poor (4.5-5.5)
	Poor			
	Poor	High	3.0	Lower 2/3 of Poor (<4.5)
	Poor			

Need increases (score based on fixed scale, generally 0 - 3)



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Round 4 Corridor Assignments

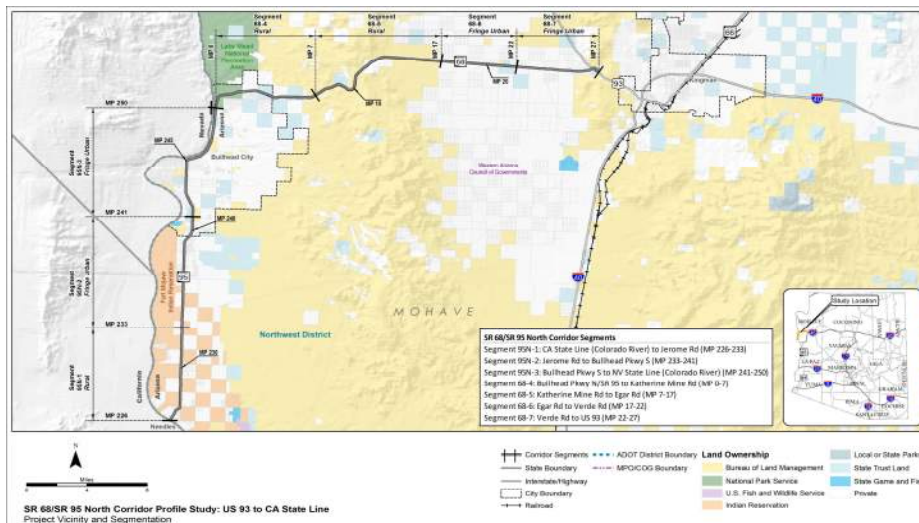
Corridor	ADOT PM	Consultant Team
SR 68: SR 95 to US 93 and SR 95: California Stateline to Nevada Stateline	Asad Karim	Kimley-Horn, Michael Grandy
SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8	Asad Karim	Kimley-Horn, Michael Grandy
SR 90: I-10 to SR 80 and SR 80: SR 90 to US 191	Asad Karim	Kimley-Horn, Brent Crowther
SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; and SR 260: SR 89A to I-17	Asad Karim	Kimley-Horn, Brent Crowther
SR 64: I-40 to Grand Canyon National Park	Tazeen Dewan	WSP, Joy Melita
SR 77: US 60 to SR 377	Tazeen Dewan	WSP, Jennifer Love
SR 260: SR 277 to SR 73 and US 60: SR 260 to New Mexico Stateline	Tazeen Dewan	WSP, Joy Melita
SR 69: I-17 to SR 89; SR 89A: SR 69 to SR 89; and SR 89: SR 89A to I-40	Asad Karim	AECOM, Kate Bondy
US 89: I-40 to Utah Stateline	Asad Karim	AECOM, Rodney Bragg
US 160: US 89 to New Mexico Stateline	Asad Karim	AECOM, Tyler Besch

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Corridor Location and Segments

SR 68: SR 95 to SR 93 and SR 95: CA Stateline to NV Stateline



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Corridor Performance Summary

SR 68: SR 95 to SR 93 and SR 95: CA Stateline to NV Stateline

Emphasis Area

Emphasis Area

		Pavement Performance Area			Bridge Performance Area				Mobility Performance Area													
Segment #	Segment Length (miles)	Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips	
			NBE	SBWB								NBE	SBWB	NBE	SBWB	NBE	SBWB	NBE	SBWB			
95N-1 ^{AD}	7	3.55	3.33	15.4%	4.00	80.90	0.0%	4	0.65	0.96	0.44	0.45	0.37	0.00	1.04	1.01	1.89	1.54	22%	15.9%		
95N-2 ^{AD}	8	3.22	3.03	37.5%	5.00	No Bridges			0.89	1.09	0.67	0.68	0.13	1.08	1.22	1.19	3.43	3.22	1%	18.8%		
95N-3 ^{AD}	9	3.45	3.23	22.2%	5.00	49.9%	0.0%	5	0.92	1.04	0.68	0.66	0.64	0.07	1.46	1.44	8.91	5.63	0%	21.3%		
68-4 ^{AD}	7	3.95	3.78	3.75	0.0%	6.00	87.50	0.0%	6	0.40	0.50	0.26	0.26	0.23	0.20	1.05	1.11	1.94	3.28	74%	18.5%	
68-5 ^{AD}	10	3.73	3.61	3.45	0.0%	6.38	94.63	0.0%	6	0.20	0.22	0.17	0.17	0.26	0.16	1.06	1.03	1.71	1.39	100%	18.1%	
68-6 ^{AD}	5	3.62	3.35	3.30	0.0%	6.32	99.60	0.0%	6	0.14	0.15	0.12	0.12	0.36	0.04	1.01	1.01	1.34	1.27	98%	16.1%	
68-7 ^{AD}	5	3.83	3.51	0.0%	6.00	98.20	0.0%	6	0.18	0.19	0.15	0.11	0.52	0.36	1.00	1.00	1.29	1.21	98%	9.7%		
Weighted Corridor Average		3.61	3.40	3.36	11.9%	6.05	92.48	6.67%	5.8	0.59	0.76	0.38	0.38	0.35	0.33	1.14	1.13	3.11	2.67	52%	17.5%	
SCALES																						
Performance Level		Non-Interstate			All			Urban and Fringe Urban			All			Uninterrupted			All					
Good/Above Average Performance		> 3.50			> 6.5			> 80			< 0.71			< 0.22			< 1.15			> 90%		
Fair/Average Performance		2.90 - 3.50			5% - 20%			50 - 80			0.71 - 0.89			0.22 - 0.62			1.15 - 1.33			60% - 90%		
Poor/Below Average Performance		< 2.90			> 20%			< 50			> 0.89			> 0.62			> 1.33			< 60%		
Performance Level											Rural						Interrupted					
Good/Above Average Performance											< 0.56						< 1.3			< 3.0		
Fair/Average Performance											0.56 - 0.76						> 1.3 & < 2.0			> 3.0 & < 6.0		
Poor/Below Average Performance											> 0.76						> 2.0			> 6.0		

*Unimproved Flow Facility
*Interimmed Flow Facility

*3 or 4 Lane Divided Highway
*4 or 5 Lane Undivided Highway

*Fringe Urban Operating Environment
*Rural Operating Environment

*Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *Fringe Urban Operating Environment
*Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment

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Corridor Performance Summary

SR 68: SR 95 to SR 93 and SR 95: CA Stateline to NV Stateline

Emphasis Area

Safety Performance Area										Freight Performance Area									
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SRW Top 5 Emphasis Areas Behaviors		% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Segment Fatal + Incapacitating Injury Crashes Involving Motorized Travelers	Freight Index	Directional TTI		Directional TPI		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)		
			NBE	SBWB								NBE	SBWB	NBE	SBWB	NBE		SBWB	
95N-1 ^{AD}	7	0.58	0.10	1.05		Insufficient Data	28%	0.53	1.08	1.05	2.16	1.61	42.31	0.00	No UP				
95N-2 ^{AD}	8	2.36	3.18	1.68	46%	Insufficient Data	7%	7%	0.24	1.30	1.27	4.31	3.93	15.85	226.25	No UP			
95N-3 ^{AD}	9	2.22	0.73	3.72	34	Insufficient Data	5%	11%	0.14	1.56	1.61	7.00	7.32	55.89	4.53	No UP			
68-4 ^{AD}	7	1.11	1.25	0.97	100%	Insufficient Data	0%	33%	0.27	1.26	1.24	2.20	5.11	34.11	34.00	No UP			
68-5 ^{AD}	10	2.78	1.62	3.75	46%	Insufficient Data	69%	Insufficient Data	0.45	1.27	1.01	2.05	2.44	44.42	35.24	No UP			
68-6 ^{AD}	5	3.07	4.34	1.88	25%	Insufficient Data	8%	17%	0.53	1.05	1.00	1.46	4.71	18.88	3.56	No UP			
68-7 ^{AD}	5	4.12	4.16	4.08	29%	Insufficient Data	Insufficient Data	16%	0.74	1.00	1.00	1.24	1.45	59.80	43.52	No UP			
Weighted Corridor Average		2.25	2.08	2.51	47%	Insufficient Data	21%	16%	0.40	1.25	1.19	3.17	3.62	50.06	52.55	No UP			
SCALES																			
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted							All			
Good/Above Average Performance		< 0.77							< 1.15							< 44.18			
Fair/Average Performance		0.77 - 1.23							0.67 - 0.77							16.0 - 16.5			
Poor/Below Average Performance		> 1.23							> 0.67							> 124.86			
Performance Level		4 or 5 Lane Undivided Highway							Interrupted										
Good/Above Average Performance		< 0.80							> 0.33							> 3.0			
Fair/Average Performance		0.80 - 1.20							0.17 - 0.33							3.0 - 6.0			
Poor/Below Average Performance		> 1.20							> 0.17							> 6.0			

*Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *Fringe Urban Operating Environment
*Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment
Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underspans are present in the segment

ADOT

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Corridor Needs Summary

SR 68: SR 95 to SR 93 and SR 95: CA Stateline to NV Stateline

Performance Area	Segment Number and Mileposts (MP)						
	95N-1	95N-2	95N-3	68.4	68-5	68-6	68-7
	MP 226-233	MP 233-241	MP 241-250	MP 0-7	MP 7-17	MP 17-22	MP 22-27
Pavement*	Low	Medium	Low	None	None	Low	None
Bridge	High	None	High	None	None	None	None
Mobility*	Medium	High	High	Low	Low	Low	Low
Safety*	Low	High	High	High	High	High	High
Freight	None	Low	High	Low	High	High	Low
Average Need	1.38	2.00	2.54	1.08	1.38	1.62	1.08

* Identified as Emphasis Areas for SR 68/SR 95 North Corridor

* N/A indicates insufficient or no data available to determine level of need

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

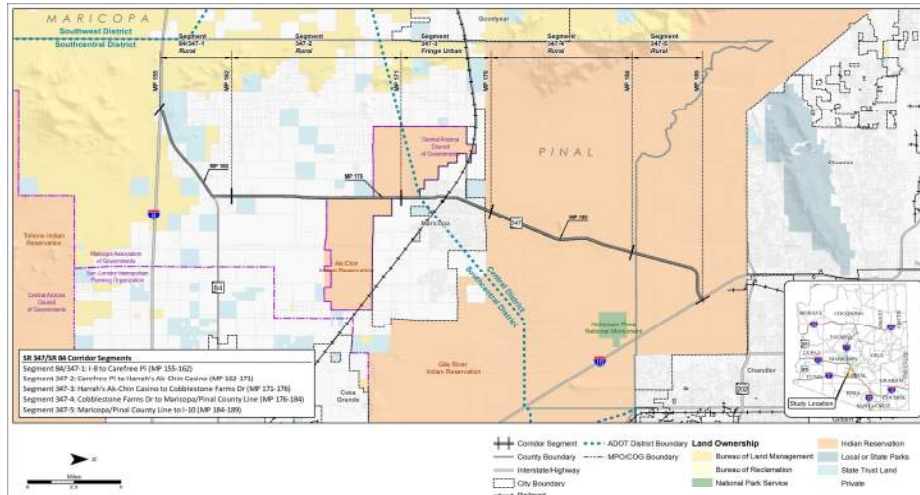
Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

ADOT



Corridor Location and Segments

SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8



ADOT



Corridor Performance Summary

SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8

Emphasis Area

		Pavement Performance Area			Bridge Performance Area				Mobility Performance Area												
Segment #	Segment Length (miles)	Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily VC	Existing Peak Hour VC		Closure Extent (instances/milepost/year/mile)	Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips	
			NBE	SBWB								NBE	SBWB		NBE	SBWB	NBE	SBWB			
84/347-1 ^{AD}	7	4.13	4.09	4.18	0.0%	No Bridges				0.12	0.17	0.09	0.08	0.03	0.00	1.00	1.07	2.05	2.86	100%	19.9%
347-2 ^{AD}	9	3.86	4.07	4.23	11.1%	No Bridges				0.11	0.14	0.06	0.06	0.09	0.13	1.22	1.26	4.72	3.06	100%	20.2%
347-3 ^{AD}	5	3.81	3.21	3.59	29.2%	No Bridges				1.03	1.33	0.63	0.63	0.16	0.12	1.43	1.43	6.13	4.51	43%	19.1%
347-4 ^{AD}	8	3.95	3.86	3.95	0.0%	6.20	98.60	0.0%	6	1.47	1.75	1.01	1.03	0.24	0.15	1.24	1.19	3.25	2.24	98%	9.4%
347-5 ^{AD}	5	3.97	3.76	4.03	10.0%	No Bridges				1.35	1.61	0.90	0.89	0.61	0.12	1.16	1.15	3.05	2.83	98%	9.3%
Weighted Corridor Average		3.94	3.85	4.03	8.7%	6.20	98.60	0.0%	6	0.76	0.93	0.50	0.50	0.20	0.11	1.20	1.21	3.78	3.01	91%	15.7%
Scales																					
Performance Level		Non-Interstate			All			Urban and Fringe Urban			All			Uninterrupted			All				
Good/Above Average Performance		> 3.50	> 3.50	< 5%	> 6.5	> 80	< 12%	> 6	< 0.71			< 0.22			< 1.15	< 1.3	> 90%	> 17%			
Fair/Average Performance		2.90 - 3.50	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	< 5	0.71 - 0.89			0.22 - 0.62			1.15 - 1.33	1.3 - 1.5	60% - 90%	11% - 17%			
Poor/Below Average Performance		< 2.90	< 2.90	> 20%	< 5.0	< 50	> 40%	> 6	> 0.89			> 0.62			> 1.33	> 1.5	< 60%	< 11%			
Performance Level								Rural			Interrupted										
Good/Above Average Performance								< 0.56						< 1.3			< 3.0				
Fair/Average Performance								0.56 - 0.76						> 1.3 & < 2.0			> 3.0 & < 6.0				
Poor/Below Average Performance								> 0.76						> 2.0			> 6.0				
<div><div><div><div><div></div><div>Uninterrupted Flow Facility</div></div><div><div></div><div>Interruption Flow Facility</div></div></div><div><div><div><div></div><div>*2 or 3 or 4 Lane Divided Highway</div></div><div><div></div><div>*2 or 3 Lane Undivided Highway</div></div></div><div><div><div><div></div><div>*Urban Operating Environment</div></div><div><div></div><div>*Rural Operating Environment</div></div></div></div></div></div></div>																					

*Uninterrupted Flow Facility
*Interrupted Flow Facility
*2 or 3 or 4 Lane Divided Highway
*2 or 3 Lane Undivided Highway
*Urban Operating Environment
*Rural Operating Environment

ADOT

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Corridor Performance Summary

SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8

Emphasis Area

Emphasis Area

Safety Performance Area									Freight Performance Area								
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Segment Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTI		Directional TPI		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)	
			NBE	SBWB						NBE	SBWB	NBE	SBWB	NBE	SBWB		
84/347-1 ^{AD}	7	0.34	0.00	0.68	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.45	1.02	1.14	1.94	2.50	6.34	0.00	No UP	
347-2 ^{AD}	9	1.21	1.11	1.31	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.30	1.14	1.26	3.73	3.01	13.33	24.27	No UP	
347-3 ^{AD}	5	0.06	0.06	0.06	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.11	1.50	1.58	8.80	10.06	29.16	9.40	No UP	
347-4 ^{AD}	8	0.87	0.57	1.17	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.11	1.46	1.34	10.53	7.42	40.59	20.25	No UP	
347-5 ^{AD}	5	1.93	1.00	2.86	48%	Insufficient Data	Insufficient Data	Insufficient Data	0.14	1.42	1.30	9.18	5.13	106.80	10.96	No UP	
Weighted Corridor Average		0.90	0.59	1.21	67%	Insufficient Data	Insufficient Data	Insufficient Data	0.23	1.29	1.31	6.43	5.22	35.26	14.19	No UP	
Scales																	
Performance Level		2 or 3 or 4 Lane Divided Highway						Uninterrupted						All			
Good/Above Average Performance		< 0.77						< 0.77						< 44.18			
Fair/Average Performance		0.77 - 1.23						0.67 - 0.77						16.0 - 16.5			
Poor/Below Average Performance		> 1.23						> 0.67						> 124.86			
Performance Level		2 or 3 Lane Undivided Highway						Interrupted									
Good/Above Average Performance		< 0.94						< 0.33						< 1.3			
Fair/Average Performance		0.94 - 1.06						0.17 - 0.33						3.0 - 6.0			
Poor/Below Average Performance		> 1.06						> 0.17						> 6.0			

^{AD} Interrupted Flow Facility

² or 3 or 4 Lane Divided Highway

^{AD} Interrupted Flow Facility

² or 3 Lane Undivided Highway

^{AD} Urban Operating Environment

^{AD} Rural Operating Environment

Notes:

^{AD} "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings

^{AD} "No UP" indicates no underpasses are present in the segment

*Uninterrupted Flow Facility
*Interrupted Flow Facility
*2 or 3 or 4 Lane Divided Highway
*2 or 3 Lane Undivided Highway
*Urban Operating Environment
*Rural Operating Environment
Notes: *Insufficient Data indicates there was not enough data available to generate reliable performance ratings
*No UP indicates no underpasses are present in the segment

ADOT

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Corridor Needs Summary

SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8

Performance Area	Segment Number and Mileposts (MP)				
	84/347-1	347-2	347-3	347-4	347-5
	MP 155-162	MP 162-171	MP 171-176	MP 176-184	MP 184-189
Pavement	None	Low	Low	None	Low
Bridge	None	None	None	None	None
Mobility*	None	Low	High	High	High
Safety*	None	Medium	None	Low	High
Freight*	None	None	High	High	High
Average Need	0.00	0.85	1.54	1.62	2.23

* Identified as Emphasis Areas for SR 347/SR 84 Corridor

* N/A indicates insufficient or no data available to determine level of need

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

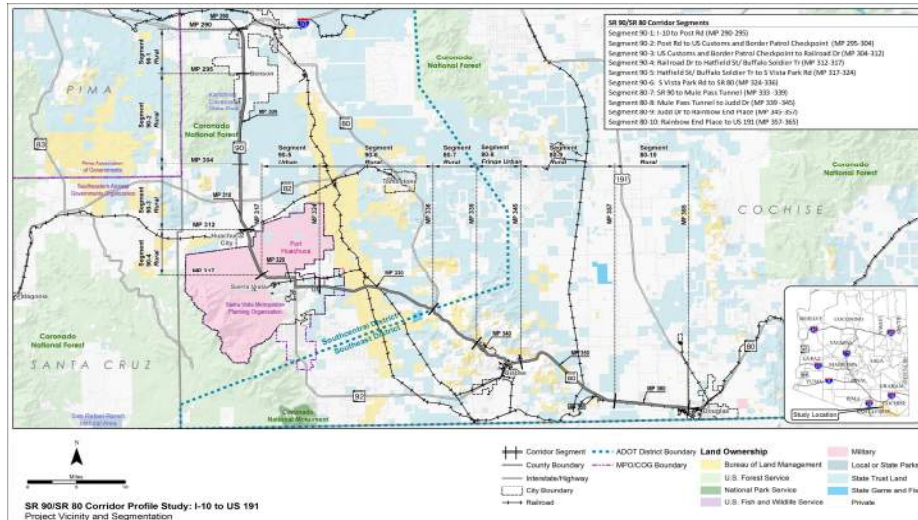
Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

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Corridor Location and Segments

SR 90: I-10 to SR 80 and SR 80: SR 90 to US 191



ADOT

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Corridor Performance Summary

SR 90: I-10 to SR 80 and SR 80: SR 90 to US 191

Emphasis Area

		Pavement Performance Area			Bridge Performance Area				Mobility Performance Area																
Segment #	Segment Length (miles)	Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily VC	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips				
			SB/EB	NB/WB								NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB							
90-1 ^{2A}	5	4.10	4.16	4.17	0%			No Bridges		0.41	0.50	0.31	0.31	0.00	0.00	1.28	1.69	1.61	3.29	88%	14.1%				
90-2 ^{2A}	9	4.30	4.33	4.14	0%	6.49	94.52	0%	6	0.18	0.22	0.13	0.13	0.07	0.02	1.19	1.00	4.91	1.11	100%	14.6%				
90-3 ^{2A}	8	3.72	3.59	3.39	6%	6.69	94.68	0%	6	0.44	0.51	0.33	0.33	0.08	0.24	1.04	1.01	1.95	1.65	96%	17.2%				
90-4 ^{2A}	5	3.56		3.28	20%			No Bridges		0.28	0.32	0.21	0.21	0.16	0.22	1.02	1.04	1.57	2.14	96%	17.3%				
90-5 ¹⁰	7	3.14	3.11		29%			No Bridges		0.47	0.51	0.34	0.39	0.00	0.21	1.35	1.36	7.93	6.41	26%	19.2%				
90-6 ^{2A}	12	3.74	3.55		0%	6.60	93.90	0%	5	0.30	0.33	0.29	0.29	0.05	0.24	1.13	1.11	2.14	1.84	3%	15.6%				
80-7 ^{2A}	6	2.31	4.24		87%	5.05	75.83	49%	5	0.50	0.38	0.52	0.55	0.10	0.71	1.00	1.09	1.26	1.75	0%	15.3%				
80-8 ^{2A}	6	3.35	3.10		17%	6.03	87.28	25%	5	0.27	0.20	0.31	0.27	0.00	0.27	1.06	1.09	1.81	1.98	43%	16.4%				
80-9 ^{2A}	12	3.98		3.82	0%	5.39	68.37	0%	5	0.13	0.08	0.13	0.13	0.00	0.13	1.08	1.05	1.66	1.42	88%	11.4%				
80-10 ^{2A}	8	3.76	3.64	3.69	6%	5.00	89.90	0%	5	0.13	0.10	0.15	0.15	0.02	0.04	1.08	1.09	1.57	1.82	97%	14.9%				
Weighted Corridor Average		3.66	3.70	3.66	11%	5.99	83.64	13%	5.24	0.29	0.30	0.26	0.26	0.04	0.20	1.12	1.13	3.00	2.19	62%	15.3%				
SCALES																									
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All				Uninterrupted				All			
Good/Above Average		> 3.50		< 5%		> 6.5		> 80		< 12%		> 6		< 0.71		< 0.22		< 1.15		< 1.3		> 90%		> 17%	
Fair/Average		2.90 - 3.50		5% - 20%		5.0 - 6.5		50 - 80		12% - 40%		5 - 6		0.71 - 0.89		0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%		11% - 17%	
Poor/Below Average		< 2.90		> 20%		< 5.0		< 50		> 40%		< 5		> 0.89		> .62		> 1.33		> 1.5		< 60%		< 11%	
Performance Level		Rural										Interrupted													
Good/Above Average		< 0.56										< 1.3										< 3.0			
Fair/Average		0.56 - 0.76										1.3 - 2.0										3.0 - 6.0			
Poor/Below Average		> 0.76										> 2.0										> 6.0			
<div><div>Uninterrupted Flow Facility</div><div>*2 or 3 or 4 Lane Divided Highway</div><div>*2 or 3 Lane Undivided Highway</div><div>*Urban Operating Environment</div><div>*Rural Operating Environment</div></div>																									

ADOT

Corridor Performance Summary

SR 90: I-10 to SR 80 and SR 80: SR 90 to US 191

Emphasis Area

Emphasis Area

Safety Performance Area										Freight Performance Area									
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SRSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTI		Directional TPI		Closure Duration (minutes/milepost/year/mile)	Bridge Vertical Clearance (feet)				
			NBWB	SBEB	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	NBWB	SBEB	NBWB	SBEB		NBWB	SBEB		
90-1 ^{2A}	5	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.16	2.00	1.86	9.35	3.29	0.00	0.00	No UP			
90-2 ^{2A}	9	0.05	0.09	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.27	1.59	1.00	6.45	1.00	10.51	1.87	No UP			
90-3 ^{2A}	8	0.47	0.94	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.35	1.11	1.05	2.96	2.70	17.07	32.50	No UP			
90-4 ^{2A}	5	0.88	0.93	0.82	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.10	1.14	2.63	5.11	38.72	18.84	No UP			
90-5 ¹⁰	7	0.82	0.88	0.77	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.17	1.41	1.40	5.46	8.42	0.00	87.57	No UP			
90-6 ^{2A}	12	1.25	2.44	0.07	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.32	1.23	1.22	3.37	2.63	10.45	54.73	No UP			
80-7 ^{2A}	6	0.23	0.31	0.15	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.53	1.02	1.27	1.44	2.31	10.90	130.07	No UP			
80-8 ^{1A}	6	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.46	1.10	1.19	2.22	2.14	0.00	104.93	13.95			
80-9 ^{2A}	12	0.54	0.00	1.08	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.63	1.08	1.05	1.76	1.41	0.00	19.00	No UP			
80-10 ^{2A}	8	0.69	0.00	1.38	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.60	1.09	1.10	1.62	1.72	2.73	6.04	No UP			
Weighted Corridor Average		0.59	0.70	0.47	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.39	1.26	1.20	3.56	2.70	8.36	47.21	13.95			

SCALES										All									
Performance Level		2 or 3 or 4 Lane Divided Highway								Uninterrupted									
Good/above Average	< 0.77	< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15	< 1.3	< 44.18	> 16.0									
Fair/Average	0.77 - 1.23	44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33	1.3 - 1.5	44.18 - 124.96	16.0 - 16.0									
Poor/below Average	> 1.23	> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33	> 1.5	> 124.96	< 16.0									
Performance Level		2 or 3 Lane Undivided Highway								Interrupted									
Good/above Average	< 0.84	< 51%	< 6%	< 19%	< 5%	> 0.33	< 1.3	< 3.0											
Fair/Average	0.84 - 1.06	51% - 56%	6% - 10%	19% - 27%	5% - 8%	0.17 - 0.33	1.3 - 1.7	3.0 - 6.0											
Poor/below Average	> 1.06	> 56%	> 10%	> 27%	> 8%	< 0.17	> 1.7	> 6.0											
Performance Level		4 or 5 Undivided Highway																	
Good/above Average	< 0.80	< 42%	< 6%	< 6%	< 5%														
Fair/Average	0.80 - 1.20	42% - 51%	6% - 10%	6% - 9%	5% - 8%														
Poor/below Average	> 1.20	> 51%	> 10%	> 9%	> 8%														

* Uninterrupted Flow Facility
* Interrupted Flow Facility

¹ 2 or 3 or 4 Lane Divided Highway
² 2 or 3 Lane Undivided Highway

³ 2 or 3 Lane Undivided Highway
⁴ 4 or 5 Lane Undivided Highway

Urban Operating Environment
Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

*Uninterrupted Flow Facility
*Interrupted Flow Facility

*2 or 3 or 4 Lane Divided Highway
*4 or 5 Lane Undivided Highway

*2 or 3 Lane Undivided Highway

*Urban Operating Environment
*Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

ADOT

SR 90: I-10 to SR 80 and SR 80: SR 90 to US 191

* Identified as Emphasis Areas for SR 90/SR 80 Corridor
 * N/A indicates insufficient or no data available to determine level of need
 * A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study



SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; SR 260: SR 89A to I-17



SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; SR 260: SR 89A to I-17

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area													
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily VC	Expiring Peak Hour VC		Closure Extent (miles/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips		
			SB/EB (#/NB 17%)	NB/WS (#/SB 17%)								NB/WS (#/SB 17%)	SB/EB (#/NB 17%)	NB/WS (#/SB 17%)	SB/EB (#/NB 17%)	NB/WS (#/SB 17%)	SB/EB (#/NB 17%)	NB/WS (#/SB 17%)					
179-1 ^{2nd}	6	3.27	3.31	3.24	0.0%	5.00	59.90	100.0%	5	0.35	0.41	0.27	0.26	0.00	0.10	1.17	1.21	2.81	3.55	4%	17.1%		
73-2 ^{1st}	9	3.31	3.33	3.28	24.4%	8.00	90.27	0.0%	8	0.83	0.81	0.57	0.56	0.09	0.02	1.27	1.33	3.39	4.37	83%	17.0%		
89A-3 ^{1st}	5	3.71	3.51	3.46	0.0%	No Bridges				0.86	1.06	0.54	0.54	0.00	0.16	1.29	1.14	2.64	3.55	71%	17.9%		
89A-4 ^{2nd}	13	3.87	3.75	3.75	0.0%	5.31	98.81	0.0%	5	0.48	0.54	0.34	0.33	0.54	0.03	1.15	1.24	3.24	1.88	97%	18.0%		
89A/26B-5 ^{1st}	4	3.97	3.61	3.61	0.0%	7.00	84.00	0.0%	7	0.77	0.90	0.57	0.53	0.05	0.10	1.30	1.27	5.29	3.02	29%	20.1%		
260-6 ^{2nd}	10	3.89	3.65	3.76	6.7%	6.00	91.24	0.0%	5	1.22	1.40	0.76	0.76	0.12	0.12	1.01	0.77	1.33	1.97	90%	16.1%		
Weighted Corridor Average		3.68	3.56	3.55	6.7%	6.57	90.44	7.1%	5.79	0.75	0.88	0.50	0.49	0.20	0.08	1.17	1.17	3.36	3.05	73%	17.5%		
SCALES																							
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All				Uninterrupted				All	
Good/Above Average		> 3.50				< 5%				> 6.5				> 80				< 12%				> 90%	
Fair/Average		2.90 - 3.50				5% - 20%				5.0 - 6.5				50 - 80				12% - 40%				5 - 6	
Poor/Below Average		< 2.90				> 20%				< 5.0				< 50				> 40%				< 5	
Performance Level																							
Good/Above Average																							
Fair/Average																							
Poor/Below Average																							

SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; SR 260: SR 89A to I-17

Safety Performance Area										Freight Performance Area										
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHRP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/episode/segment)	Bridge Vertical Clearance (feet)					
			NB/WB (# SB /TB)	SB/EB (# NB /TB)						NB/WB (# SB /TB)	TTTI (# NB /TB)	NB/WB (# SB /TB)	SB/EB (# NB /TB)	(# SB /TB)	(# NB /TB)					
179-1 st	5	0.13	0.26	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.24	1.26	1.27	3.16	5.33	0.00	12.13	No UP				
179-2 nd	9	0.79	0.79	0.79	50%	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.48	1.42	4.06	5.97	21.76	14.8	No UP				
99A-3 rd	22	1.37	0.12	2.62	59%	Insufficient Data	Insufficient Data	Insufficient Data	0.16	1.43	1.33	6.43	7.21	0.00	48.84	No UP				
99B-4 th	22	2.05	0.90	3.13	67%	Insufficient Data	Insufficient Data	Insufficient Data	0.27	1.28	1.16	4.39	3.14	146.56	7.40	No UP				
89A-250-5 th	5	2.23	1.24	0.19	27%	Insufficient Data	Insufficient Data	Insufficient Data	0.14	1.50	1.40	6.47	5.17	9.90	13.40	No UP				
260-6 th	10	3.19	3.19	3.19	33%	Insufficient Data	Insufficient Data	Insufficient Data	0.42	1.05	1.14	1.59	3.16	19.82	27.98	No UP				
Weighted Corridor Average		1.54	1.30	1.79	46%	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.30	1.26	4.22	4.55	50.88	16.35	No UP				
SCALES																				
Performance Level			2 or 3 or 4 Lane Divided Highway						Uninterrupted				All							
Good/Above Average			< 0.77		< 44%		< 4%		< 16%		< 2%		> 0.77		< 1.15		< 44.18		> 16.5	
Fair/Average			0.77 - 1.23		44% - 54%		4% - 7%		16% - 26%		2% - 4%		0.67 - 0.77		1.15 - 1.33		44.18 - 124.86		16.0 - 16.5	
Poor/Below Average			> 1.23		> 54%		> 7%		> 26%		> 4%		> 0.67		> 1.33		> 124.86		> 16.5	
Performance Level			2 or 3 Lane Undivided Highway						Interrupted											
Good/Above Average			< 0.94		< 51%		< 6%		< 19%		< 5%		0.77 - 0.94		< 1.3		< 3.0			
Fair/Average			0.94 - 1.06		51% - 58%		6% - 10%		19% - 27%		5% - 8%		0.13 - 0.33		1.3 - 2.0		3.0 - 6.0			
Poor/Below Average			> 1.06		> 58%		> 10%		> 27%		> 8%		< 0.13		> 2.0		> 6.0			
Performance Level			4 or 5 Undivided Highway																	
Good/Above Average			< 0.80		< 42%		< 6%		< 8%		< 5%		> 0.80		< 1.0		< 12.0			
Fair/Average			0.80 - 1.20		42% - 51%		6% - 10%		6% - 9%		5% - 8%		> 0.80		1.0 - 1.2		12.0 - 16.0			
Poor/Below Average			> 1.20		> 51%		> 10%		> 9%		> 8%		> 0.80		> 1.2		> 16.0			

*Interrupted Flow Facility
*Interrupted Flow Facility

*2 or 3 or 4 Lane Divided Highway
*4 or 5 Lane Undivided Highway

*2 or 3 Lane Undivided Highway

*Urban Operating Environment
*Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings.
"No UP" indicates no underpasses are present in the segment.

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Corridor Needs Summary

SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; SR 260: SR 89A to I-17

Performance Area	Segment Number and Mileposts (MP)					
	179-1	179-2	89A-3	89A-4	89A/260-5	260-6
	MP 299 – 305	MP 305 – 314	MP 374 – 369	MP 369 – 356	MP 356 – 209	MP 209 – 219
Pavement*	Low	Low	None	None	None	Low
Bridge	High	None	None	Medium	None	Low
Mobility*	Low	High	High	Low	Low	High
Safety*	None	Low	High	High	High	High
Freight	Low	Medium	High	Low	High	None
Average Need	1.08	1.46	1.85	1.38	1.38	1.77

* Identified as Emphasis Areas for SR 179/SR 89A/SR 260 Corridor

* N/A indicates insufficient or no data available to determine level of need

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

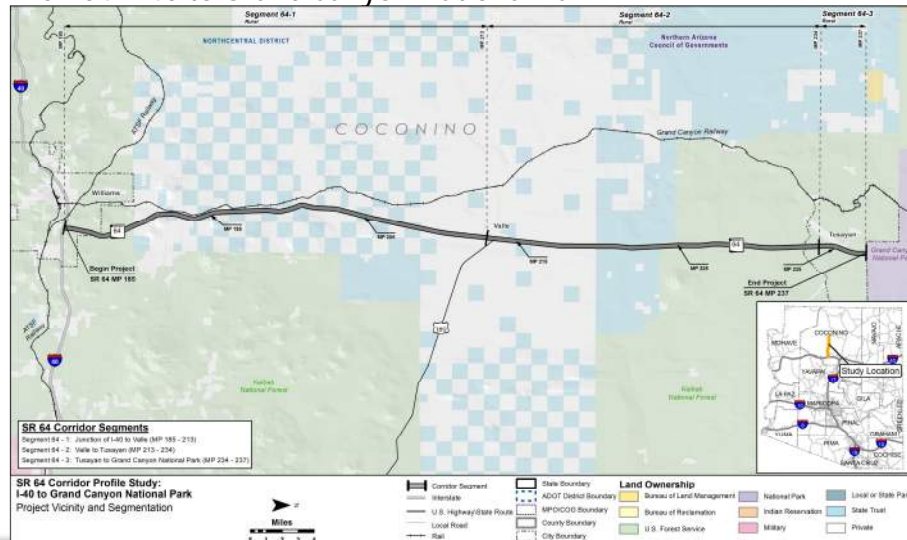
Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

ADOT

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Corridor Location and Segments

SR 64: I-40 to Grand Canyon National Park



ADOT

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Corridor Performance Summary

SR 64: I-40 to Grand Canyon National Park

Emphasis Area

Emphasis Area

		Pavement Performance Area			Bridge Performance Area					Mobility Performance Area															
Segment #	Segment Length (miles)	Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non Single Occupancy Vehicle (SOV) Trips				
			EB	WB								EB	WB	EB	WB	EB	WB	EB	WB						
64-1 ¹²	28	2.88	3.03	38.0%	7.00	85.00	0%	7	0.22	0.22	0.21	0.21	0.33	0.03	1.01	1.06	1.27	1.59	5%	13.9%					
64-2 ¹²	21	3.60	3.50	0.0%	No Bridges				0.28	0.32	0.28	0.26	0.28	0.01	1.02	1.17	2.03	2.57	4%	16.8%					
64-3 ¹²	3	3.69	3.52	0.0%	No Bridges				0.55	0.65	0.35	0.35	0.20	0.07	1.07	1.16	1.00	2.04	95%	19.6%					
Weighted Corridor Average		3.22	3.28	20%	7.00	84.60	0%	7.00	0.26	0.29	0.25	0.24	0.30	0.02	1.02	1.11	1.56	2.01	9%	15%					
SCALES																									
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All				Uninterrupted				All			
Good/Above Average		> 3.50				< 5%				> 6.5				< 0.22				< 1.15				< 1.3			
Fair/Average		2.90 - 3.50				5% - 20%				5.0 - 6.5				0.21 - 0.89				0.22 - 0.62				1.15 - 1.33			
Poor/Below Average		< 2.90				> 20%				< 5.0				> 0.89				> 0.62				> 1.33			
Performance Level		Rural				Interrupted				All				< 0.71				< 1.3							
Good/Above Average		< 0.56				< 0.56				< 0.56				< 0.56				< 1.3							
Fair/Average		0.56 - 0.76				0.56 - 0.76				0.56 - 0.76				0.56 - 0.76				1.3 - 2.0							
Poor/Below Average		> 0.76				> 0.76				> 0.76				> 0.76				> 2.0							
*Uninterrupted Flow Facility *Interrupted Flow Facility																									
*2 or 3 or 4 Lane Divided Highway *4 or 6 Lane Undivided Highway																									
*2 or 3 Lane Undivided Highway *Urban Operating Environment *Rural Operating Environment																									

*Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *2 or 3 Lane Undivided Highway *Urban Operating Environment

*Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment

ADOT

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Corridor Performance Summary

SR 64: I-40 to Grand Canyon National Park

Emphasis Area

		Safety Performance Area							Freight Performance Area																																											
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTI	Directional TPI	Closure Duration (minutes/mile/post/year/mile)		Bridge Vertical Clearance (feet)																																						
			EB	WB	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	EB	WB	EB		WB																																					
64-1 ¹²	28	0.27	0.45	0.09	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.42	1.10	1.19	1.54	3.24	264.89	4.46	No UP																																				
64-2 ¹²	21	0.36	0.08	0.64	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.28	1.14	1.30	2.46	4.60	271.39	1.15	No UP																																				
64-3 ¹²	3	0.08	0.00	0.16	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.68	1.03	1.32	1.00	1.96	231.20	8.67	No UP																																				
Weighted Corridor Average		0.30	0.27	0.32	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.38	1.11	1.24	1.88	3.72	265.57	3.37	0.00																																				
SCALES																																																				
Performance Level			2 or 3 or 4 Lane Divided Highway					Uninterrupted					All																																							
Good/Above Average			< 0.77					< 44%					< 1.15					< 44.18		> 16.5																																
Fair/Average			0.77 - 1.23					44% - 54%					4% - 7%					10% - 20%					2% - 4%		0.67 - 0.77		1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16																			
Poor/Below Average			> 1.23					> 54%					> 26%					> 4%					> 0.87					> 1.33					> 1.5					> 124.86		> 18.0												
Performance Level			2 or 3 Lane Undivided Highway					Interrupted					< 0.94					< 51%					< 19%					< 5%					0.17 - 0.33					1.3 - 2.0					3.0 - 6.0									
Good/Above Average			< 0.84					< 51%					< 51%					< 19%					< 5%					0.17 - 0.33					1.3 - 2.0					3.0 - 6.0														
Fair/Average			0.84 - 1.06					51% - 58%					5% - 10%					10% - 27%					5% - 6%					0.17 - 0.33					1.3 - 2.0					3.0 - 6.0														
Poor/Below Average			> 1.06					> 58%					> 10%					> 27%					> 8%					> 0.17					> 2.0					> 6.0														
Performance Level			4 or 5 Undivided Highway					< 0.80					< 42%					< 8%					< 6%					< 5%					0.80 - 1.20					42% - 51%					8% - 10%					6% - 8%				
Good/Above Average			< 0.80					< 42%					< 8%					< 6%					< 5%					0.80 - 1.20					42% - 51%					8% - 10%					6% - 8%									
Fair/Average			0.80 - 1.20					42% - 51%					8% - 10%					6% - 8%					< 5%					0.80 - 1.20					42% - 51%					8% - 10%					6% - 8%									
Poor/Below Average			> 1.20					> 51%					> 10%					> 8%					> 8%					> 0.80					> 1.20					> 10%					> 8%									

*Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *2 or 3 Lane Undivided Highway *Urban Operating Environment *Insufficient Data indicates there was not enough data available to generate reliable performance ratings

*Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment *No UP indicates no underpasses are present in the segment

ADOT

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Corridor Needs Summary

SR 64: I-40 to Grand Canyon National Park

Performance Area	Segment Number and Mileposts (MP)		
	64-1	64-2	64-3
	MP 185-213	MP 213-234	MP 234-237
Pavement*	High	None*	None*
Bridge	None*	None*	None*
Mobility*	Low	Low	None*
Safety*	None*	None*	None*
Freight	High	High	Low
Average Need	1.38	0.69	0.15

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.
 * Identified as an emphasis area for the SR 64 corridor.

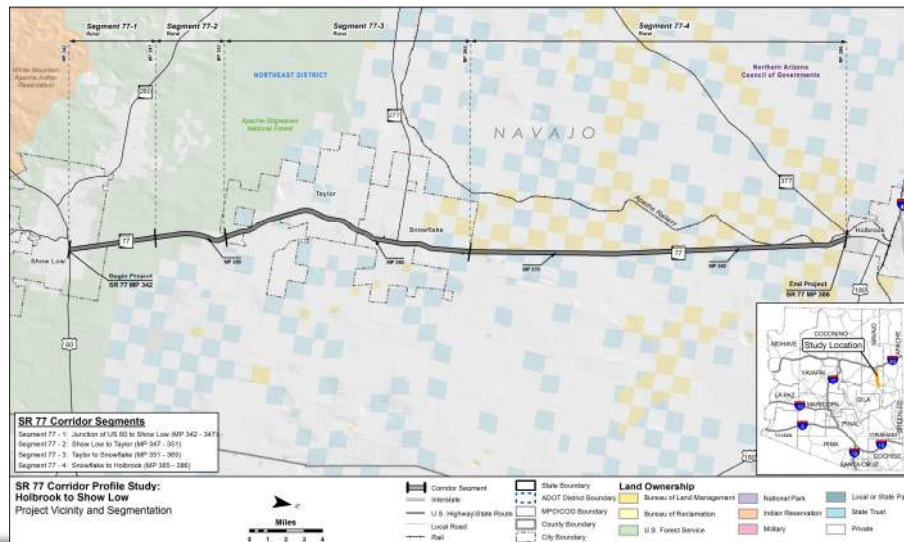
Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

ADOT

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Corridor Location and Segments

SR 77: US 60 to SR 377



ADOT

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Corridor Performance Summary

SR 77: US 60 to SR 377

Emphasis Area

Emphasis Area

Segment #	Segment Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area																																																								
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips																																												
			NB	SB								NB	SB	NB	SB	NB	SB	NB	SB																																														
77-1 ^{NA}	5	3.97	3.94	0.0%			No Bridge		0.47	0.55	0.30	0.30	0.43	1.40	1.07	1.04	2.38	2.57	97%	12.9%																																													
77-2 ^{NA}	4	3.79	3.89	0.0%			No Bridge		0.16	0.18	0.10	0.10	0.50	1.40	1.09	1.14	1.23	2.20	13%	13.6%																																													
77-3 ^{NA}	14	4.05	3.72	0.0%	7.00	87.30	0.0%	7	0.48	0.56	0.32	0.32	0.33	1.04	1.09	1.09	1.83	1.80	36%	16.9%																																													
77-4 ^{NA}	21	3.82	3.81	0.0%	6.74	72.45	39%	5	0.13	0.15	0.11	0.10	0.44	0.04	1.01	1.02	1.17	1.22	0%	14.5%																																													
Weighted Corridor Average		3.91	3.80	0%	6.79	75.43	39%	5.40	0.28	0.33	0.20	0.19	0.41	0.64	1.05	1.06	1.52	1.65	24%	15%																																													
SCALES																																																																	
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All				Uninterrupted				All																																											
Good/Above Average		> 3.50				> 6.5				< 0.71				< 0.22				< 1.3				> 90%																																											
Fair/Average		2.90 - 3.50				5.0 - 6.5				0.71 - 0.89				0.22 - 0.62				1.15 - 1.33				60% - 80%																																											
Poor/Below Average		< 2.90				< 5.0				> 0.89				> 0.62				> 1.33				> 80%																																											
Performance Level										Rural				Interrupted																																																			
Good/Above Average										< 0.56				< 1.3				< 3.0																																															
Fair/Average										0.56 - 0.76				1.3 - 2.0				3.0 - 6.0																																															
Poor/Below Average										> 0.76				> 2.0				> 6.0																																															
¹ Uninterrupted Flow Facility ² Intersected Flow Facility																						¹ 2 or 3 or 4 Lane Divided Highway ² 3 or 4 Lane Undivided Highway																						¹ Urban Operating Environment ² Rural Operating Environment																					

*Uninterrupted Flow Facility

*Interrupted Flow Facility

*2 or 3 or 4 Lane Divided Highway

*2 or 3 Lane Undivided Highway

*Urban Operating Environment

*Rural Operating Environment

ADOT

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Corridor Performance Summary

SR 77: US 60 to SR 377

Emphasis Area

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTI		Directional FPI		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)	
			NB	SB						NB	SB	NB	SB	NB	SB		
77-1 ^{NA}	5	1.03	2.05	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.23	1.16	1.11	4.39	4.44	574.65	1164.00	No UP	
77-2 ^{NA}	4	1.83	3.66	0.00	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.44	1.16	1.21	1.22	3.32	608.10	1164.00	No UP	
77-3 ^{NA}	14	0.51	0.56	0.46	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.57	1.14	1.16	1.67	1.83	593.96	638.90	No UP	
77-4 ^{NA}	21	0.41	0.94	0.78	36%	Insufficient Data	Insufficient Data	Insufficient Data	0.72	1.07	1.09	1.44	1.34	84.80	6.51	No UP	
Weighted Corridor Average		0.64	0.76	0.52	36%	Insufficient Data	Insufficient Data	Insufficient Data	0.59	1.11	1.13	1.83	2.03	321.16	508.12	No UP	
SCALES																	
Performance Level		2 or 3 or 4 Lane Divided Highway								Uninterrupted						All	
Good/Above Average		< 0.77								< 1.11						< 44.16	
Fair/Average		0.77 - 1.23								0.67 - 0.77						1.15 - 1.33	
Poor/Below Average		> 1.23								> 0.87						> 1.5	
Performance Level		2 or 3 Lane Undivided Highway								Interrupted							
Good/Above Average		< 0.94								> 0.33						< 1.3	
Fair/Average		0.94 - 1.06								0.17 - 0.33						1.3 - 2.0	
Poor/Below Average		> 1.06								> 0.87						> 2.0	
Performance Level		4 or 5 Undivided Highway															
Good/Above Average		< 0.80								> 0.33						< 1.3	
Fair/Average		0.80 - 1.20								> 0.87						> 2.0	
Poor/Below Average		> 1.20								> 0.87						> 2.0	

*Uninterrupted Flow Facility

*Interrupted Flow Facility

*2 or 3 or 4 Lane Divided Highway

*2 or 3 Lane Undivided Highway

*Urban Operating Environment

*Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings

"No UP" indicates no underpasses are present in the segment

ADOT

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Corridor Needs Summary

SR 77: US 60 to SR 377

Performance Area	77-1 MP 342-347	77-2 MP 347-351	77-3 MP 351-365	77-4 MP 365-386
Pavement*	None*	None*	None*	None*
Bridge	None*	None*	None*	Low
Mobility*	Low	Low	Low	Low
Safety*	Medium	High	None*	Low
Freight	High	High	Low	Low
Average Need	1.15	1.38	0.38	0.77

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

* Identified as an emphasis area for the SR 77 corridor.

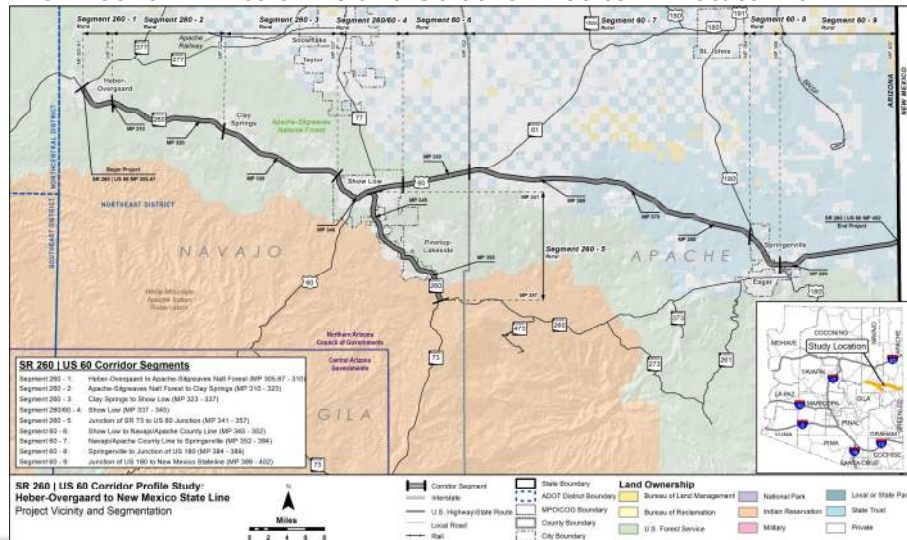
Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

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Corridor Location and Segments

SR 260: SR 277 to SR 73 and US 60: SR 260 to NM Stateline



ADOT

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Corridor Performance Summary

SR 260: SR 277 to SR 73 and US 60: SR 260 to NM Stateline

Emphasis Area

Pavement Performance Area				Bridge Performance Area				Mobility Performance Area																					
Segment #	Segment Length (miles)	Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area in Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closest Extent (miles/year/mile)	Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips									
			EB	WB								EB	WB		EB	WB	EB	WB											
260-1 ^{2A}	4	1.69	3.41	60.0%	No Bridges					0.10	0.09	0.08	0.08	0.16	1.04	1.01	1.00	1.75	1.64	93%	16.8%								
260-2 ^{2A}	13	3.87	4.04	7.7%	6.00	84.10	0.0%	6	0.29	0.29	0.33	0.33	0.00	1.45	1.07	1.02	1.36	1.43	0%	13.9%									
260-3 ^{2A}	14	4.02	3.76	0.0%	6.00	82.80	0.0%	6	0.18	0.19	0.22	0.24	0.51	1.46	1.07	1.05	1.26	1.62	5%	17.3%									
260-60-4 ^{2A}	8	2.96	3.16	25.0%	7.00	85.00	0.0%	7	0.70	0.84	0.55	0.54	1.18	0.79	1.16	1.18	3.45	5.14	54%	17.9%									
260-5 ^{2A}	16	3.51	3.85	1.37%	21.9%	No Bridges				0.75	0.90	0.62	0.62	0.05	1.41	1.12	1.10	2.60	3.57	50%	16.4%								
60-6 ^{2C}	7	3.71	3.66	0.0%	6.00	82.20	0.0%	6	0.46	0.52	0.30	0.28	1.95	0.15	1.19	1.21	2.67	3.50	0%	12.2%									
60-7 ^{2A}	32	3.19	3.53	21.9%	7.00	86.30	0.0%	7	0.24	0.25	0.20	0.21	3.39	0.08	1.09	1.04	2.69	1.49	5%	13.8%									
60-8 ^{2A}	5	3.73	3.65	0.0%	6.00	81.10	0.0%	6	0.26	0.30	0.26	0.26	2.46	0.20	1.17	1.19	4.11	3.55	98%	16.9%									
60-9 ^{2A}	13	4.25	3.93	0.0%	No Bridges					0.04	0.04	0.04	0.04	2.27	0.18	1.16	1.05	2.24	2.71	100%	0.0%								
Weighted Corridor Average		3.47	3.69	3.57	14%	6.29	89.37	0%	6.29	0.33	0.37	0.29	0.29	1.69	0.74	1.11	1.07	2.15	2.65	33%	13%								
SCALES																													
Performance Level		Non-Interstate			All					Urban and Fringe Urban					All														
Good/Above Average		> 3.50			> 6.5					> 80					< 12%					> 6									
Fair/Average		2.90 - 3.50			5% - 20%					5.0 - 6.5					50 - 80					12% - 40%					5 - 6				
Poor/Below Average		< 2.90			> 20%					< 5.0					< 50					> 40%					< 5				
Performance Level															Rural					Interrupted									
Good/Above Average															< 0.56					< 1.3					< 3.0				
Fair/Average															0.56 - 0.76					1.3 - 2.0					3.0 - 6.0				
Poor/Below Average															> 0.76					> 2.0					> 6.0				
* Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *2 or 3 Lane Undivided Highway *Urban Operating Environment * Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment																													

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Corridor Performance Summary

SR 260: SR 277 to SR 73 and US 60: SR 260 to NM Stateline

Emphasis Area

Emphasis Area

Safety Performance Area										Freight Performance Area						
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTI		Directional TPT		Closure Duration (minutes/mile/year/mile)		Bridge Vertical Clearance (feet)
			EB	WB								EB	WB	EB	WB	
260-1 ^{2A}	4	0.09	0.00	0.18	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.47	1.10	1.12	1.94	2.30	26.32	2969.40	No UP
260-2 ^{2A}	13	0.65	0.00	1.29	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.75	1.10	1.08	1.32	1.33	0.00	2154.62	No UP
260-3 ^{2A}	14	0.71	1.11	0.31	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.78	1.10	1.08	1.23	1.62	1225.19	2140.04	No UP
260-60-4 ^{2A}	8	0.80	0.75	0.84	19%	Insufficient Data	Insufficient Data	Insufficient Data	0.21	1.23	1.32	4.67	4.77	4934.09	1001.98	No UP
260-5 ^{2A}	16	0.55	0.71	0.39	25%	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.30	1.31	5.72	4.48	6.30	2651.60	No UP
60-6 ^{2C}	7	0.23	0.34	0.11	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.37	1.38	4.94	4.85	3058.62	37.36	No UP
60-7 ^{2A}	32	1.40	2.13	0.67	64%	Insufficient Data	Insufficient Data	Insufficient Data	0.48	1.15	1.09	2.45	1.75	5578.00	61.47	No UP
60-8 ^{2A}	5	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.21	1.27	4.36	3.41	4383.71	290.20	No UP
60-9 ^{2A}	13	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.58	1.13	1.10	1.81	1.84	4051.11	267.88	No UP
Weighted Corridor Average		0.72	0.92	0.51	33%	Insufficient Data	Insufficient Data	Insufficient Data	0.47	1.18	1.16	2.94	2.56	2738.83	1143.36	0.00
SCALES																
Performance Level		2 or 3 or 4 Lane Divided Highway					Uninterrupted					All				
Good/Above Average		< 0.77					< 44%					< 0.77				
Fair/Average		0.77 - 1.23					44% - 54%					0.67 - 0.77				
Poor/Below Average		> 1.23					> 54%					> 0.67				
Performance Level		2 or 3 Lane Undivided Highway					Interrupted									
Good/Above Average		< 0.84					< 51%					> 0.33				
Fair/Average		0.84 - 1.06					51% - 59%					0.17 - 0.33				
Poor/Below Average		> 1.06					> 59%					< 0.17				
Performance Level		4 or 5 Undivided Highway														
Good/Above Average		< 0.80					< 42%					< 6%				
Fair/Average		0.80 - 1.20					42% - 51%					6% - 10%				
Poor/Below Average		> 1.20					> 51%					> 10%				
*Uninterrupted Flow Facility *2 or 3 or 4 Lane Divided Highway *2 or 3 Lane Undivided Highway *Urban Operating Environment																
*Interrupted Flow Facility *4 or 5 Lane Undivided Highway *Rural Operating Environment																
Notes: *Insufficient Data* indicates there was not enough data available to generate reliable performance ratings *No UP* indicates no underpasses are present in the segment																

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SR 260: SR 277 to SR 73 and US 60: SR 260 to NM Stateline

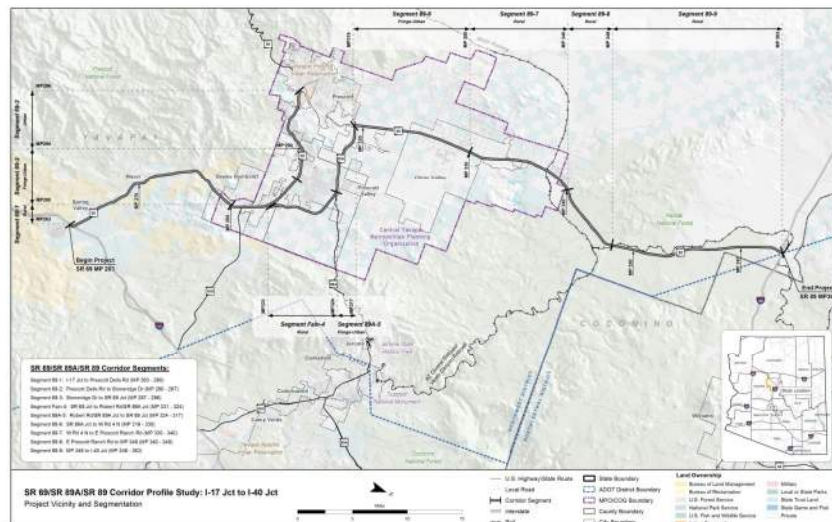
Performance Area	260.1	260.2	260.3	260/60.4	260.5	60.6	60.7	60.8	60.9
	MP 306-310	MP 310-323	MP 323-337	MP 337-345	MP 341-357	MP 345-352	MP 352-384	MP 384-389	MP 389-402
Pavement+	High	Low	None*	High	Low	None*	Low	None*	None*
Bridge	None*	None*	None*	None*	None*	None*	None*	None*	None*
Mobility	Low	Low	Low	Medium	Medium	Medium	Low	Low	Low
Safety+	None*	Low	Low	Low	None*	None*	High	None*	None*
Freight+	High	Low	Low	Medium	High	High	High	Medium	High
Average Need	1.54	0.85	0.62	1.69	1.23	1.00	1.08	0.62	0.85

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the SR 260 | US 60 corridor.

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 69: I-17 to SR 89; SR 89A: SR 69 to SR 89; SR 89: SR 89A to I-40



Corridor Performance Summary

SR 69: I-17 to SR 89; SR 89A: SR 69 to SR 89; SR 89: SR 89A to I-40

Emphasis Area

Segment	Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area												% Bicycle Acc.	% Non-Single Occupancy Vehicle (SOV) Opportunities				
		Pavement Index	Directional PSR		Pavement Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily VC	Existing Peak Hour VC		Closure Extent (instances/milepost/direction)		Directional TTI (all vehicles)		Directional PTI (all vehicles)									
			NBWB	SBEB								NBWB	SBEB	NBWB	SBEB	NBWB	SBEB	NBWB	SBEB	NBWB	SBEB						
69-1 ^{1a}	17	4.25	4.07	4.01	0.0%	6.47	99.69	0.0%	6	0.20	0.21	0.14	0.14	0.14	0.09	1.04	1.01	1.39	1.29	1.04	1.01	9%	18.5%				
89-2 ^{1a}	10	3.69	3.50	3.51	0.0%	5.00	72.80	0.0%	5	0.74	0.81	0.64	0.52	0.09	0.06	1.17	1.13	2.46	2.17	1.17	1.13	12%	18.8%				
69-3 ^{1a}	8	3.49	3.45	3.49	0.0%	7.00	96.00	0.0%	7	0.50	0.50	0.78	0.80	0.27	0.38	1.36	1.27	3.70	3.17	1.36	1.27	8%	18.1%				
Fan-4 ^{1a}	7	4.43	4.29	4.21	0.0%	6.86	99.92	0.0%	6	0.34	0.42	0.22	0.22	0.00	0.00	1.01	1.08	1.22	1.64	1.01	1.08	86%	19.6%				
89A-5 ^{1a}	7	4.10	4.00	4.07	0.0%	6.93	99.33	0.0%	6	0.51	0.68	0.33	0.32	0.20	0.11	1.01	1.01	1.18	1.18	1.01	1.01	100%	16.2%				
89-6 ^{1a}	11	3.80	3.94	3.94	14.3%	No Bridges				0.38	0.46	0.27	0.27	0.31	0.13	1.34	1.30	3.91	3.38	1.34	1.30	23%	14.2%				
89-7 ^{1a}	10	3.59	3.73	3.73	10.0%	7.29	82.42	0.0%	6	0.30	0.35	0.22	0.22	0.24	0.00	1.15	1.20	2.25	2.94	1.15	1.20	91%	16.5%				
89-8 ^{1a}	7	3.73	3.53	3.53	0.0%	8.00	82.10	0.0%	8	0.16	0.18	0.13	0.13	0.03	0.00	1.17	1.17	2.25	2.47	1.17	1.17	99%	11.6%				
89-9 ^{1a}	15	3.54	3.41	3.41	6.7%	5.42	60.90	0.0%	4	0.14	0.16	0.14	0.13	0.01	0.08	1.01	1.04	1.46	1.46	1.01	1.04	87%	16.7%				
Weighted Corridor Average		3.89	3.77	3.76	0%	6.68	93.32	0%	6.00	0.38	0.44	0.29	0.28	0.14	0.10	1.13	1.12	2.15	2.25	1.13	1.12	86.8%	16.9%				
SCALES																											
Performance Level		Non-Interstate				All				Urban (Rural)				Uninterrupted (Interrupted)				All									
Good/Minor Average		>3.5				>5%				>0.81 (0.66)				<0.22				<1.15 (1.35)				>90%					
Fair/Average		2.5-3.5				5%-20%				0.50-0.85				0.71-0.89 (0.59-0.70)				0.22-0.62				1.15-1.33 (1.3-2)				60%-90%	
Poor/Minor Average		<2.5				<5%				>0.89 (0.70)				>0.62				>1.33 (1.35)				<60%					
Uninterrupted Flow Facility		Urban Operating Environment				2 or 3 Lane Undivided Highway				4 or 5 Lane Undivided Highway				Urban 4 Lane Freeway													
Uninterrupted Flow Facility		Rural Operating Environment				2 or 3 Lane Divided Highway				4 or 5 Lane Divided Highway				Urban 4 Lane Freeway													

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Corridor Performance Summary

SR 69: I-17 to SR 89; SR 89A: SR 69 to SR 89; SR 89: SR 89A to I-40

Emphasis Area

Emphasis Area

Segment	Length (miles)	Safety Performance Area										Freight Performance Area										Bridge Critical Closure (ft)
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SRP Top 5 Emphasis Areas	Freight Index	Directional TTI (trucks only)		Directional PTI (trucks only)		Closure Duration (minutes/milepost/direction)		Bridge Critical Closure (ft)									
			NBWB	SBEB			NBWB	SBEB	NBWB	SBEB	NBWB	SBEB										
69-1 ^{1a}	17	0.33	0.33	0.33	38%	0.43	1.13	1.05	2.35	1.31	1.31	1.31	1.31	1.31	1.31	No UP						
89-2 ^{1a}	10	0.95	0.69	0.69	42%	0.30	1.29	1.22	3.59	2.97	7.94	4.69	7.94	4.69	7.94	4.69	No UP					
69-3 ^{1a}	8	0.30	0.30	0.30	42%	0.22	1.53	1.38	5.44	3.74	26.84	15.95	26.84	15.95	26.84	15.95	No UP					
Fan-4 ^{1a}	7	0.30	0.30	0.30	38%	0.43	1.09	1.23	1.83	2.86	0.90	0.90	0.90	0.90	0.90	0.90	No UP					
89A-5 ^{1a}	7	0.10	0.10	0.10	38%	0.77	1.04	1.05	1.38	1.23	26.63	13.91	26.63	13.91	26.63	13.91	17.75					
89-6 ^{1a}	11	0.57	0.14	0.14	20%	0.25	1.45	1.49	3.09	4.08	34.80	16.51	34.80	16.51	34.80	16.51	16.20					
89-7 ^{1a}	10	0.14	0.14	0.14	20%	0.43	1.27	1.23	2.06	2.93	44.72	0.90	44.72	0.90	44.72	0.90	16.47					
89-8 ^{1a}	7	0.14	0.28	0.28	Insufficient Data	0.43	1.22	1.18	1.46	1.46	22.86	0.90	22.86	0.90	22.86	0.90	No UP					
89-9 ^{1a}	15	0.14	0.14	0.14	33%	0.22	1.10	1.24	2.72	3.72	1.89	17.01	1.89	17.01	1.89	17.01	No UP					
Weighted Corridor Averages		0.38	0.38	0.38	48.6%	0.42	1.23	1.23	2.89	2.72	46.13	15.36	46.13	15.36	46.13	15.36	17.40					
SCALES																						
Performance Level		Values				Values				Uninterrupted (Interrupted)				Uninterrupted (Interrupted)				Values				
Good/Minor Average		>0.77 (0.21)				>0.77 (0.21)				<1.00 (0.90)				<1.00 (0.90)				<0.90				
Fair/Average		0.77-1.33 (1.33)				0.77-1.33 (1.33)				1.00-1.33 (1.3-2)				1.33-1.33 (1.3-2)				18.0-18.5				
Poor/Minor Average		<0.77 (0.21)				<0.77 (0.21)				>1.33 (1.3-2)				>1.33 (1.3-2)				>18.5				
Uninterrupted Flow Facility		Urban Operating Environment				2 or 3 Lane Undivided Highway				2 or 3 Lane Undivided Highway				4 or 5 Lane Freeway								
Uninterrupted Flow Facility		Rural Operating Environment				2 or 3 Lane Divided Highway				4 or 5 Lane Divided Highway				Urban 4 Lane Freeway								

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SR 69: I-17 to SR 89; SR 89A: SR 69 to SR 89; SR 89: SR 89A to I-40

Performance Area	Segment Number and Mileposts (MP)								
	69-1	69-2	69-3	Fain-4	69A-5	69-6	69-7	69-8	69-9
	MP 263-280	MP 280-287	MP 287-296	MP 331-324	MP 324-317	MP 319-330	MP 330-340	MP 340-348	MP 348-361
Pavement	None*	None*	None*	None*	None*	Low	Low	None*	Low
Bridge	None*	Medium	None*	None*	None*	None	None*	None*	High
Mobility*	Low	Low	High	None*	None*	Low	None*	Low	Low
Safety*	High	Low	High	High	Low	Low	High	None*	High
Freight*	High	None*	Medium	None*	None*	Low	None*	High	High
Average Need (6-3)	1.62	0.77	1.85	0.66	0.23	0.80*	0.15	0.92	2.23

^aA segment need rating of "None" does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

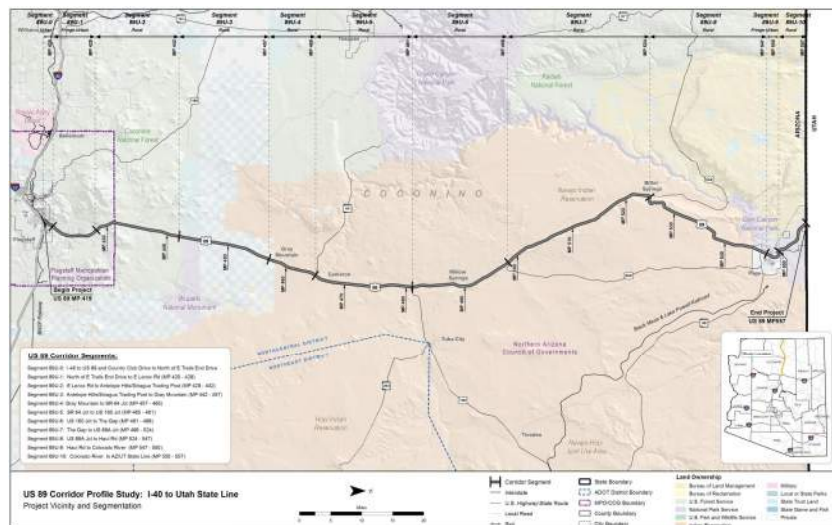
* Identified as an emphasis area for the SR 69/SR 89A/SR 89 Corridor

* Segment 6 Safety Need was excluded from the Average Need calculation due to the Safety Need only representing a portion of the overall segment.

Scale	
None	< 0.1
Low	0.1–1.0
Medium	1.0–2.0
High	> 2.0

Corridor Location and Segments

US 89: I-40 to UT Stateline



Corridor Performance Summary

US 89: I-40 to UT Stateline

Emphasis Area										Emphasis Area													
Segment	Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area													
		Pavement Index	Directional PSR	Percent Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily V/C	Existing Peak Hour V/C	Closure Extent (minutes/segment)	Directional TTI (all vehicles)		Directional PFI (all vehicles)		% Bicycle Acc.	% Non-Single Occupancy Vehicle (SOV) Opportunities					
													SB	NB	SB	NB			SB	NB			
													SB	NB	SB	NB			SB	NB			
BRU-1 st	8	4.29	4.19	3.04	0.0%	No Bridges in Segment				0.52	0.63	0.36	0.38	0.53	0.10	1.13	1.11	2.23	2.29	93%	20.3%		
BRU-2 nd	14	4.02	3.70	4.04	0.0%	No Bridges in Segment				0.15	0.20	0.09	0.09	0.25	0.01	1.02	1.03	1.24	1.42	87%	18.1%		
BRU-3 rd	15	3.73	3.47	3.28	0.0%	No Bridges in Segment				0.26	0.32	0.21	0.21	0.06	0.04	1.00	1.01	1.14	1.25	89%	14.2%		
BRU-4 th	8	3.64	3.45	3.45	12.0%	No Bridges in Segment				0.28	0.35	0.19	0.19	0.00	0.03	1.11	1.17	2.34	2.18	94%	5.9%		
BRU-5 th	16	3.66	3.35	3.35	12.0%	6.80	66.40	5.00	8.9%	0.37	0.46	0.24	0.24	0.13	0.05	1.10	1.13	1.74	2.07	93%	5.8%		
BRU-6 th	17	4.04	3.73	3.73	0.0%	5.46	58.03	5.00	0.0%	0.16	0.19	0.15	0.14	0.02	0.01	1.03	1.01	1.36	1.28	96%	11.1%		
BRU-7 th	26	4.01	3.65	3.65	0.0%	6.00	77.10	6.00	0.0%	0.11	0.15	0.06	0.06	0.03	0.02	1.01	1.06	1.17	1.19	88%	3.0%		
BRU-8 th	23	3.72	3.71	3.71	6.7%	6.00	73.10	6.00	0.0%	0.28	0.34	0.17	0.17	0.31	0.09	1.21	1.23	1.68	1.76	93%	11.1%		
BRU-9 th	3	2.98	3.19	3.19	30.0%	6.00	67.70	6.00	0.0%	0.85	1.00	0.54	0.56	0.07	0.07	1.30	1.36	2.88	3.16	97%	6.9%		
BRU-10 th	7	3.62	3.86	3.86	0.0%	No Bridges in Segment				0.27	0.33	0.12	0.12	0.06	0.00	1.17	1.18	2.80	2.85	94%	6.9%		
Weighted Corridor Average		3.86	3.68	3.63	5.1%	6.15	77.49	5.40	9%	0.25	0.32	0.17	0.17	0.14	0.04	1.08	1.10	1.84	1.93	85.5%	11.9%		
Scales																							
Performance Level		Non-Interstate								Urban (Rural)				Uninterrupted (Interrupted)				All					
Good/Flow Average		> 3.50		< 5%	< 6.5	< 80	< 5	< 12%		< 0.71 (< 0.56)				< 0.22				< 1.15 (1.30)		< 30%	< 17%		
Flow Average		2.50 - 3.50		5% - 20%	5.0 - 6.5	50 - 80	5 - 6	12% - 40%		0.71 - 0.89 (0.56 - 0.76)				0.22 - 0.62				1.15 - 1.30 (1.30 - 2.00)				30% - 50%	17% - 40%
Flow Average		< 2.50		> 20%	> 6.5	> 80	> 6	> 40%		> 0.89 (> 0.76)				> 0.62				> 1.30 (> 2.00)				> 50%	> 40%

*Uninterrupted Flow Facility
*Interrupted Flow Facility

*Urban Operating Environment
*Rural Operating Environment

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Corridor Performance Summary

US 89: I-40 to UT Stateline

Emphasis Area																	
Segment	Length (miles)	Safety Performance Area						Freight Performance Area									
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving BRSP Top 5 Emphasis Area Behaviors	Freight Index	Directional TTI (trucks only)		Directional PFI (trucks only)		Closure Duration (minutes/segment)		Bridge Vertical Clearance (feet)				
			NI	SB			NI	SB	NI	SB	NI	SB					
BRU-1 st	8	0.40	0.76	0.04	17%	0.42	1.19	1.16	2.66	2.11	< 0.30	18.2	No UP				
BRU-2 nd	14	1.13	2.80	0.25	31%	0.68	1.10	1.16	1.38	3.58	1.49	1.1	No UP				
BRU-3 rd	15	0.05	0.10	0.00	Insufficient Data	0.76	1.05	1.11	1.22	1.40	0.0	6.6	No UP				
BRU-4 th	8	0.77	1.53	0.00	Insufficient Data	0.36	1.22	1.32	2.18	2.54	0.0	3.0	No UP				
BRU-5 th	16	1.43	1.40	1.30	Insufficient Data	0.55	1.14	1.20	1.65	1.99	17.7	7.9	No UP				
BRU-6 th	17	0.48	0.11	0.86	Insufficient Data	0.77	1.07	1.06	1.29	1.30	7.1	2.5	No UP				
BRU-7 th	26	0.04	0.08	0.00	Insufficient Data	0.70	1.05	1.07	1.43	1.41	8.4	1.5	No UP				
BRU-8 th	23	1.19	1.00	1.03	71%	0.81	1.27	1.31	2.83	2.33	13.5	17.0	No UP				
BRU-9 th	3	1.85	0.51	4.17	17%	0.28	1.40	1.43	3.19	4.09	11.5	18.2	No UP				
BRU-10 th	7	0.12	0.12	0.12	Insufficient Data	0.48	1.21	1.19	2.01	2.14	10.7	0.0	No UP				
Weighted Corridor Average		0.68	0.79	0.58	34%	0.59	1.14	1.17	1.83	1.83	20.7	10.6	No UP				
Scales																	
Performance Level	2 or 3 or 4 Lane Divided, 4 or 5 Lane Undivided, 2 or 3 Lane Undivided				Uninterrupted (Interrupted)								All				
Good/Flow Average	a < 0.77 b < 0.80 c < 0.94				a < 44% b < 42% c < 51%				> 0.77 (0.33) < 1.15 (1.30) < 1.30 (2.00)				< 48.18 > 16.5				
Flow Average	a 0.77 - 1.23 b 0.80 - 1.20 c 0.94 - 1.06				a 44% - 54% b 42% - 51% c 51% - 58%				0.67 - 0.77 (0.17 - 0.33) 1.15 - 1.30 (1.30 - 2.00) 1.30 - 1.50 (2.00 - 6.00)				48.18 - 126.86 16.5 - 60.5				
Flow Average	a > 1.23 b > 1.20 c > 1.06				a > 54% b > 51% c > 58%				> 0.77 (0.33) > 1.30 (2.00) > 1.50 (6.00)				> 126.86 > 60.5				
Uninterrupted Flow Facility Interrupted Flow Facility																	
4 or 5 Lane Undivided Highway 2 or 3 or 4 Lane Divided Highway 2 or 3 Lane Undivided Highway																	

*Uninterrupted Flow Facility
*Interrupted Flow Facility

*2 or 3 Lane Undivided Highway
*2 or 3 or 4 Lane Divided Highway
*2 or 3 Lane Undivided Highway

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Corridor Needs Summary

US 89: I-40 to UT Stateline

Performance Area	Segment Number and Mileposts (MP)									
	89U-1 MP 420-428	89U-2 MP 428-442	89U-3 MP 442-457	89U-4 MP 457-465	89U-5 MP 465-481	89U-6 MP 481-498	89U-7 MP 498-524	89U-8 MP 524-547	89U-9 MP 547-558	89U-10 MP 558-557
Pavement ^a	Low	None ^b	Low	Low	Low	None ^b	None ^b	Low	High	None ^b
Bridge	None ^b	None ^b	None ^b	None ^b	Low	High	None ^b	None ^b	Low	None ^b
Mobility ^c	Low	Low	None ^b	Low	Low	Low	Low	Low	High	Low
Safety ^c	None ^b	Medium	None ^b	Low	High	None ^b	None ^b	High	High	None ^b
Freight	Low	High	Low	High	None ^b	None ^b	Low	High	Low	None ^b
Average Need (0-3)	0.62	1.15	0.38	1.15	1.31	0.69	0.38	1.62	2.38	0.23

^a Identified as Emphasis Area

^b N/A indicates insufficient or no data available to determine level of need

^c A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

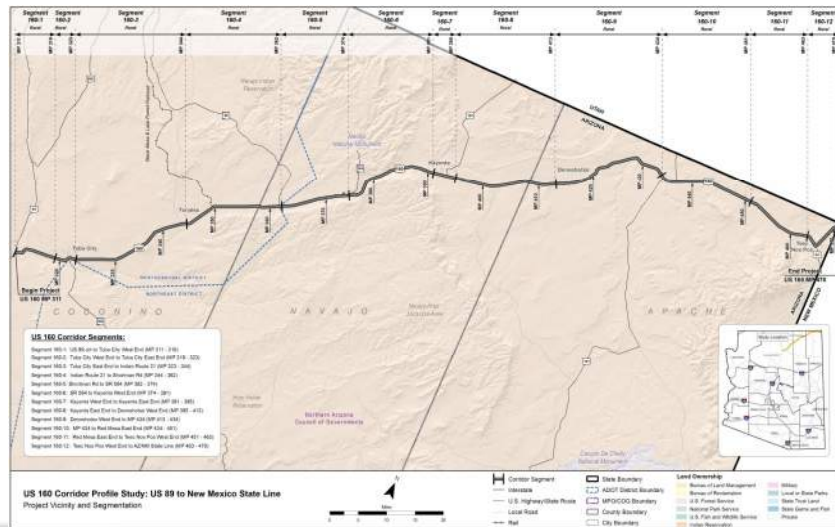
Scale	
None	< 0.1
Low	0.1-1.0
Medium	1.0-2.0
High	> 2.0

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Corridor Location and Segments

US 160: US 89 to NM Stateline



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Corridor Performance Summary

US 160: US 89 to NM Stateline

Emphasis Area											Emphasis Area										
Segment	Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area												
		Pavement Index	Directional PSIR		Pavement Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (miles/segment)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Acc.	% Non-Sing Occupancy Vehicle (SOV) Opportunities
			EB	WB								EB	WB	EB	WB	EB	WB	EB	WB		
160-1 ^{mi}	8	4.04	3.76	0.0%	8.00	71.80	5	0.0%	0.25	0.31	0.19	0.19	0.08	0.00	1.07	1.02	1.48	1.88	3%	14.2%	
160-2 ^{mi}	4	3.87	3.59	0.0%	NO BRIDGES IN SEGMENT				0.72	0.87	0.51	0.67	0.10	0.00	1.12	1.17	3.75	2.25	84%	14.2%	
160-3 ^{mi}	21	3.66	3.51	0.0%	NO BRIDGES IN SEGMENT				0.18	0.21	0.15	0.15	0.24	0.05	1.01	1.01	1.30	1.35	9%	12.7%	
160-4 ^{mi}	18	4.16	4.04	0.0%	8.00	94.30	6	0.0%	0.12	0.15	0.08	0.09	0.34	0.15	1.00	1.00	1.31	1.25	3%	14.7%	
160-5 ^{mi}	12	4.39	4.17	0.0%	NO BRIDGES IN SEGMENT				0.17	0.25	0.12	0.13	0.00	0.05	1.01	1.00	1.33	1.23	3%	17.9%	
160-6 ^{mi}	17	3.60	3.40	11.8%	NO BRIDGES IN SEGMENT				0.21	0.25	0.16	0.16	0.12	0.34	1.02	1.06	1.31	1.35	3%	15.9%	
160-7 ^{mi}	4	4.13	4.04	0.0%	NO BRIDGES IN SEGMENT				0.41	0.53	0.26	0.27	0.10	0.15	1.12	1.16	3.26	3.07	3%	3.6%	
160-8 ^{mi}	18	4.03	3.88	0.0%	8.00	93.70	6	0.0%	0.12	0.14	0.08	0.08	0.03	0.01	1.00	1.00	1.15	1.20	3%	7.3%	
160-9 ^{mi}	21	3.29	3.18	35.3%	8.42	76.40	5	1.0%	0.11	0.13	0.10	0.10	0.04	0.04	1.01	1.02	1.37	1.37	3%	12.1%	
160-10 ^{mi}	17	3.45	3.76	11.8%	8.00	92.70	5	1.0%	0.12	0.14	0.07	0.07	0.14	0.01	1.05	1.04	1.30	1.30	3%	15.7%	
160-11 ^{mi}	12	4.00	3.79	0.0%	NO BRIDGES IN SEGMENT				0.11	0.13	0.07	0.07	0.00	0.07	1.02	1.01	1.27	1.30	3%	5.0%	
160-12 ^{mi}	7	4.13	4.03	0.0%	NO BRIDGES IN SEGMENT				0.10	0.12	0.07	0.07	0.09	0.06	1.08	1.12	2.95	3.40	3%	5.0%	
Weighted Corridor Average		3.62	3.70	6.29%	5.81	72.55	5.33	34.33%	0.17	0.20	0.12	0.13	0.12	0.14	1.03	1.03	1.65	1.69	5.7%	11.8%	
NOA/EB																					
Performance Level		Non-Interstate		-9%	-8%	-5%	-8%	-6%	-12%	Urban (Rural)		-6.22		Unimproved (Interim)		All		-9%		-17%	
Good/Minor Average		-1.50		-1.50		-1.50		-1.50		+0.71 (+0.56)		-0.22		+1.15 (1.35)		+1.30 (0.50)		+0%		+17%	
Fair/Average		2.30-1.50		5%+2.50		5.0+6.5		5.0-8.0		5-6		12%+4.00		0.71-0.89 (6.50-7.50)		0.22-0.42		1.15-1.33 (0.50)		13%+2.00	
Poor/Severe Average		1.50-0.50		0%		0%		0%		0%		0%		0%		0%		0%		0%	
*Unimproved/Free Facility *Low Pressure with Daily Volume < 25,000 *2 or 3 or 4 Lane Divided Highway *3 or 3 Lane Undivided Highway *Urban Operating Environment																					

Performance Level	Non-Interstate	Urban (Rural)	Uninterrupted (Intermittent)	All
Good/Move Average	> 3.50	< 0.71 (0.50)	< 0.22	< 1.15 (1.30)
Fair/Average	2.50 - 3.50	0.71 - 0.89 (0.56 - 0.76)	0.22 - 0.42	1.15 - 1.33 (1.32)
Poor/Bad Average	< 2.50	> 0.89 (0.76)	> 0.42	> 1.33 (1.32)

* Uninterrupted Flow Facility	* 4 Lane Freeway with Daily Volume > 25,000	* 2 or 3 or 4 Lane Divided Highway	* 2 or 3 Lane Uninterrupted Highway	* Urban Operating Environment
* Interrupted Flow Facility	* 4 Lane Freeway with Daily Volume > 25,000	* 4 Lane Uninterrupted Highway		* Rural Operating Environment

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Corridor Performance Summary

US 160: US 89 to NM Stateline

Segment	Length (miles)	Safety Performance Area				Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving HSP Top 5 Emphasis Areas Behaviors	Freight Index	Directional TTI (trucks only)		Directional PTI (trucks only)		Closure Duration (miles/segment)		Bridge Vertical Clearance (feet)
			EB	WB			EB	WB	EB	WB	EB	WB	
160-1 ^{mi}	8	0.71	1.00	0.90	Insufficient Data	0.47	1.25	1.15	1.94	2.89	10.33	0.00	No LP*
160-2 ^{mi}	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.34	1.17	1.24	2.43	3.49	12.05	0.00	No LP*
160-3 ^{mi}	21	1.04	1.04	1.01	47%	0.68	1.07	1.11	1.48	1.47	56.37	9.00	No LP*
160-4 ^{mi}	18	1.50	1.53	0.15	Insufficient Data	0.76	1.07	1.08	1.24	1.40	74.91	93.23	No LP*
160-5 ^{mi}	12	0.04	0.60	0.97	Insufficient Data	0.77	1.09	1.06	1.36	1.25	0.00	15.98	No LP*
160-6 ^{mi}	17	0.39	0.69	0.10	Insufficient Data	0.69	1.10	1.13	1.41	1.48	22.78	39.33	No LP*
160-7 ^{mi}	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.22	1.34	1.34	3.98	5.28	18.85	14.75	No LP*
160-8 ^{mi}	18	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.82	1.06	1.08	1.18	1.26	9.33	5.26	No LP*
160-9 ^{mi}	21	1.10	0.72	1.00	Insufficient Data	0.81	1.06	1.08	1.21	1.25	10.24	8.36	No LP*
160-10 ^{mi}	17	0.20	1.46	1.09	44%	0.60	1.13	1.10	1.07	1.48	35.48	4.55	No LP*
160-11 ^{mi}	12	0.55	1.30	0.00	Insufficient Data	1.05	1.15	1.11	1.00	1.00	0.00	3.30	No LP*
160-12 ^{mi}	7	0.37	0.37	0.37	Insufficient Data	0.44	1.19	1.17	2.17	2.33	19.89	26.43	No LP*
Weighted Corridor Average		1.13	1.05	1.00	40%	0.65	1.10	1.11	1.60	1.74	26.73	23.78	0.00

Performance Level	Uninterrupted (Intermittent)	All
Good/Move Average	> 0.71 (0.33)	< 1.15 (1.30)
Fair/Average	0.67 - 0.71 (0.33)	1.15 - 1.33 (1.32)
Poor/Bad Average	< 0.67 (0.33)	> 1.33 (1.32)

* Uninterrupted Flow Facility	* 4 Lane Freeway with Daily Volume > 25,000	* 2 or 3 or 4 Lane Divided Highway	* 2 or 3 Lane Uninterrupted Highway	* Urban Operating Environment
* Interrupted Flow Facility	* 4 Lane Freeway with Daily Volume > 25,000	* 4 Lane Uninterrupted Highway		* Rural Operating Environment

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Corridor Needs Summary

US 160: US 89 to NM Stateline

Performance Area	Segment Number and Mileposts (MP)											
	160-1	160-2	160-3	160-4	160-5	160-6	160-7	160-8	160-9	160-10	160-11	160-12
	MP 311-319	MP 319-323	MP 323-344	MP 344-362	MP 362-374	MP 374-391	MP 391-395	MP 395-413	MP 413-434	MP 434-451	MP 451-463	MP 463-478
Pavement*	None*	None*	None*	None*	None*	Low	None*	None*	Medium	Low	None*	None*
Bridge	Medium	None*	None*	Low	None*	None*	None*	None*	Low	High	None*	None*
Mobility*	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Safety*	Low	N/A	High	High	None*	None*	N/A	N/A	High	High	Low	None*
Freight	None*	None*	Medium	Low	None*	Medium	Medium	None*	None*	High	High	None*
Average Need (0-3)	0.77	0.90	1.23	1.23	0.23	0.77	0.70	0.30	1.54	2.08	0.92	0.23

*A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.
+ Identified as an emphasis area for the US 160 Corridor.

Scale	
None	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

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Next Steps

- Chapters 1-3 (*Performance and Needs*) of Final Report: Comments due Friday, September 1, 2017
- Chapters 4-6 (*Solution Development, Evaluation, and Prioritization*) of Final Report: November 2017



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Statewide Summary

- Results from all 21 CPS studies will be included in the final Statewide Summary Report
 - Currently: Rounds 1 – 3 performance, needs, and solutions are being compiled
 - Next Step: Round 4 performance, needs, and solutions will be incorporated following their finalization
- Round 1 – 3 Results
 - 212 total projects have been identified
 - 3 segments have a “High” overall average need
 - Performance Areas with Highest Needs
 - 38% of studied corridor miles have a “High” Safety Need
 - 22% of studied corridor miles have a “High” Freight Need

Questions?

Figure 2: Corridor Location and Segments

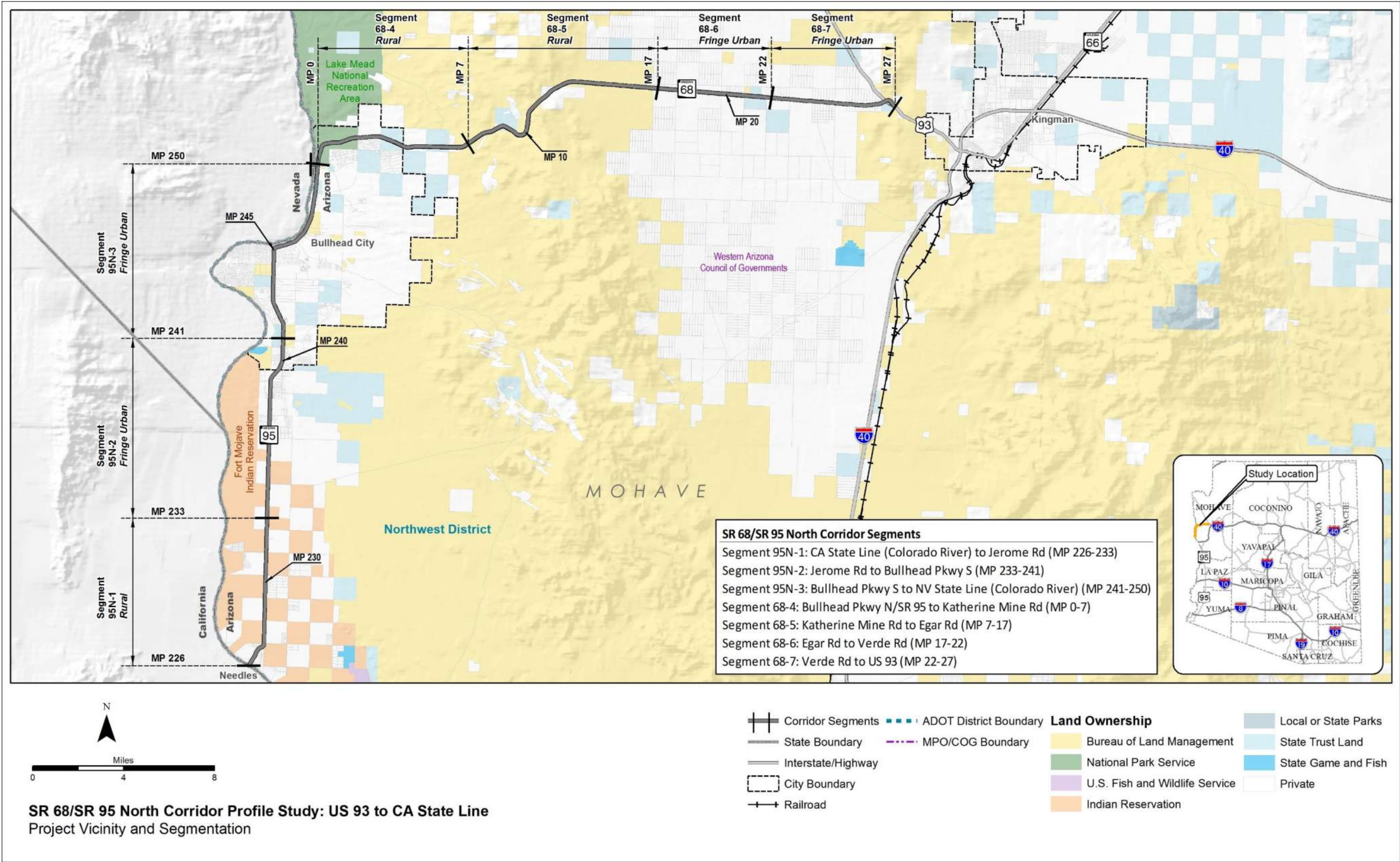




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area												
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/ year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips	
			NB/EB	SB/WB								NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB			
95N-1 ^{*b2}	7	3.55	3.33		15.4%	4.00	80.90	0.0%	4	0.65	0.86	0.44	0.45	0.37	0.00	1.04	1.01	1.89	1.54	22%	15.9%	
95N-2 ^{*b1}	8	3.22	3.03		37.5%	No Bridges				0.89	1.09	0.67	0.68	0.13	1.38	1.22	1.19	3.43	3.22	1%	18.8%	
95N-3 ^{*b1}	9	3.45	3.23		22.2%	5.00	49.80	100.0%	5	1.32	1.84	0.68	0.66	0.64	0.07	1.46	1.44	8.27	5.63	0%	21.3%	
68-4 ^{*a2}	7	3.95	3.78	3.75	0.0%	6.00	87.50	0.0%	6	0.40	0.50	0.26	0.26	0.23	0.20	1.05	1.11	1.94	3.28	74%	18.5%	
68-5 ^{^a2}	10	3.73	3.61	3.45	0.0%	6.38	94.63	0.0%	6	0.20	0.22	0.17	0.17	0.26	0.16	1.06	1.03	1.71	1.39	100%	18.1%	
68-6 ^{^a1}	5	3.62	3.35	3.30	0.0%	6.32	99.60	0.0%	6	0.14	0.15	0.12	0.12	0.36	0.04	1.01	1.01	1.34	1.27	98%	16.1%	
68-7 ^{^b1}	5	3.83	3.51		0.0%	6.00	98.20	0.0%	6	0.18	0.19	0.15	0.11	0.52	0.36	1.00	1.00	1.29	1.21	98%	9.7%	
Weighted Corridor Average		3.61	3.40	3.36	11.9%	6.05	92.48	6.67%	5.8	0.59	0.76	0.38	0.38	0.35	0.33	1.14	1.13	3.11	2.67	52%	17.5%	
SCALES																						
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All		Uninterrupted				All		
Good/Above Average Performance		> 3.50	> 3.50		< 5%	> 6.5	> 80	< 12%	> 6	< 0.71				< 0.22		< 1.15		< 1.3		> 90%		> 17%
Fair/Average Performance		2.90 - 3.50	2.90 - 3.50		5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	5 - 6	0.71 - 0.89				0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%		11% - 17%
Poor/Below Average Performance		< 2.90	< 2.90		> 20%	< 5.0	< 50	> 40%	< 5	> 0.89				> .62		> 1.33		> 1.5		< 60%		< 11%
Performance Level										Rural						Interrupted						
Good/Above Average Performance										< 0.56						< 1.3		< 3.0				
Fair/Average Performance										0.56 - 0.76						> 1.3 & < 2.0		> 3.0 & < 6.0				
Poor/Below Average Performance										> 0.76						> 2.0		> 6.0				

^Uninterrupted Flow Facility

*Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway

^b4 or 5 Lane Undivided Highway

¹Fringe Urban Operating Environment

²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB						NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
95N-1 ^{*b2}	7	0.58	0.10	1.05	40%	Insufficient Data	Insufficient Data	20%	0.53	1.08	1.05	2.16	1.61	42.31	0.00	No UP
95N-2 ^{*b1}	8	2.38	3.10	1.66	46%	Insufficient Data	7%	7%	0.24	1.30	1.27	4.31	3.93	15.85	226.25	No UP
95N-3 ^{*b1}	9	2.22	0.73	3.72	34%	Insufficient Data	5%	11%	0.14	1.56	1.61	7.00	7.32	55.89	4.53	No UP
68-4 ^{*a2}	7	1.11	1.25	0.97	100%	Insufficient Data	0%	33%	0.27	1.26	1.24	2.20	5.11	34.11	34.00	No UP
68-5 ^{a2}	10	2.78	1.82	3.75	46%	Insufficient Data	69%	Insufficient Data	0.45	1.27	1.01	2.05	2.44	44.42	35.24	No UP
68-6 ^{a1}	5	3.07	4.34	1.80	25%	Insufficient Data	8%	17%	0.63	1.05	1.00	1.46	1.71	128.68	3.56	No UP
68-7 ^{b1}	5	4.12	4.16	4.08	29%	Insufficient Data	Insufficient Data	18%	0.74	1.00	1.00	1.24	1.45	59.80	43.52	No UP
Weighted Corridor Average		2.25	2.00	2.51	47%	Insufficient Data	21%	16%	0.40	1.25	1.19	3.17	3.62	50.06	52.55	No UP
SCALES																
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted					All		
Good/Above Average Performance		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5
Fair/Average Performance		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5
Poor/Below Average Performance		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0
Performance Level		4 or 5 Lane Undivided Highway							Interrupted							
Good/Above Average Performance		< 0.80			< 42%	< 6%	< 6%	< 5%	> 0.33	< 1.3		< 3.0				
Fair/Average Performance		0.80 - 1.20			42% - 51%	6% - 10%	6% - 9%	5% - 8%	0.17 - 0.33	1.3 - 2.0		3.0 - 6.0				
Poor/Below Average Performance		> 1.20			> 51%	> 10%	> 9%	> 8%	< 0.17	> 2.0		> 6.0				

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

¹Fringe Urban Operating Environment
²Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Mobility, and Safety for the SR 68/SR 95 North corridor). There is one segment with a High average need, Segment 95N-3. Six segments have a Medium average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)						
	95N-1	95N-2	95N-3	68-4	68-5	68-6	68-7
	MP 226-233	MP 233-241	MP 241-250	MP 0-7	MP 7-17	MP 17-22	MP 22-27
Pavement*	Low	Medium	Low	None	None	Low	None
Bridge	High	None	High	None	None	None	None
Mobility*	Medium	High	High	Low	Low	Low	Low
Safety*	Low	High	High	High	High	High	High
Freight	None	Low	High	Low	High	High	Low
Average Need	1.38	2.00	2.54	1.08	1.38	1.62	1.08

* Identified as Emphasis Areas for SR 68/SR 95 North Corridor
N/A indicates insufficient or no data available to determine level of need
* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None ⁺	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 2: Corridor Location and Segments

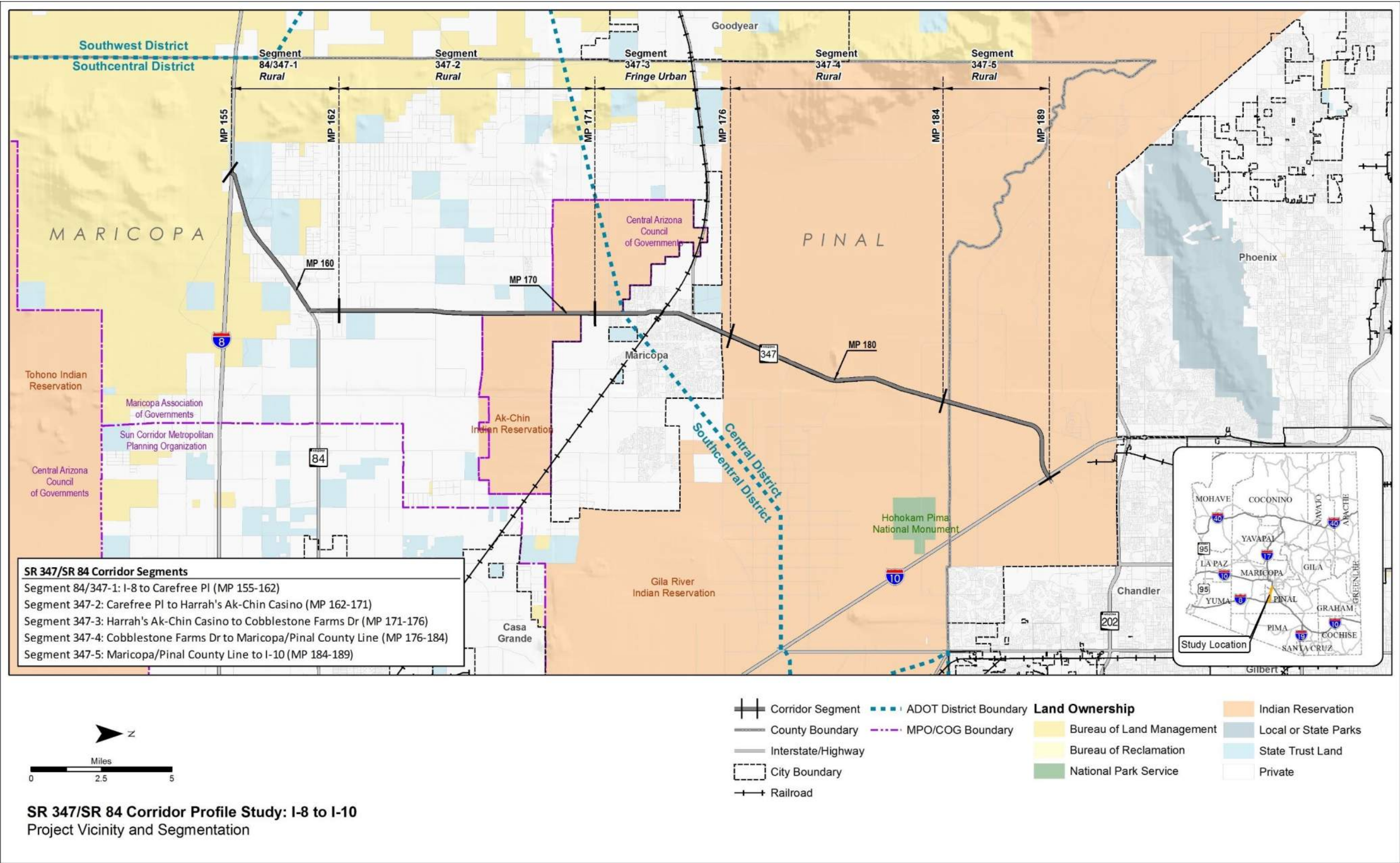




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area													
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips		
			NB/EB	SB/WB								NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB				
84/347-1 ^{Ab2}	7	4.13	4.09	4.18	0.0%	No Bridges				0.12	0.17	0.09	0.08	0.03	0.00	1.00	1.07	2.05	2.86	100%	19.9%		
347-2 ^{a2}	9	3.86	4.07	4.23	11.1%	No Bridges				0.11	0.14	0.06	0.06	0.09	0.13	1.22	1.26	4.72	3.06	100%	20.2%		
347-3 ^{a1}	5	3.81	3.21	3.59	29.2%	No Bridges				1.03	1.33	0.63	0.63	0.16	0.12	1.43	1.43	6.13	4.51	43%	19.1%		
347-4 ^{a2}	8	3.95	3.86	3.95	0.0%	6.20	98.60	0.0%	6	1.47	1.75	1.01	1.03	0.24	0.15	1.24	1.19	3.25	2.24	98%	9.4%		
347-5 ^{a2}	5	3.97	3.76	4.03	10.0%	No Bridges				1.35	1.61	0.90	0.89	0.61	0.12	1.16	1.15	3.05	2.83	98%	9.3%		
Weighted Corridor Average		3.94	3.85	4.03	8.7%	6.20	98.60	0.0%	6	0.76	0.93	0.50	0.50	0.20	0.11	1.20	1.21	3.78	3.01	91%	15.7%		
SCALES																							
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All		Uninterrupted				All			
Good/Above Average Performance		> 3.50	> 3.50		< 5%	> 6.5	> 80	< 12%	> 6	< 0.71				< 0.22		< 1.15		< 1.3		> 90%		> 17%	
Fair/Average Performance		2.90 - 3.50	2.90 - 3.50		5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	5 - 6	0.71 - 0.89				0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%		11% - 17%	
Poor/Below Average Performance		< 2.90	< 2.90		> 20%	< 5.0	< 50	> 40%	< 5	> 0.89				> .62		> 1.33		> 1.5		< 60%		< 11%	
Performance Level										Rural						Interrupted							
Good/Above Average Performance										< 0.56						< 1.3		< 3.0					
Fair/Average Performance										0.56 - 0.76						> 1.3 & < 2.0		> 3.0 & < 6.0					
Poor/Below Average Performance										> 0.76						> 2.0		> 6.0					

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB						NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
84/347-1 ^{Ab2}	7	0.34	0.00	0.68	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.45	1.02	1.14	1.94	2.50	6.34	0.00	No UP
347-2 ^{Aa2}	9	1.21	1.11	1.31	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.30	1.14	1.26	3.73	3.01	13.33	24.27	No UP
347-3 ^{*a1}	5	0.06	0.06	0.06	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.11	1.50	1.58	8.00	10.06	29.16	9.40	No UP
347-4 ^{*a2}	8	0.87	0.57	1.17	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.11	1.46	1.34	10.53	7.12	40.59	20.25	No UP
347-5 ^{*a2}	5	1.93	1.00	2.86	48%	Insufficient Data	Insufficient Data	Insufficient Data	0.14	1.42	1.30	9.18	5.13	106.80	10.96	No UP
Weighted Corridor Average		0.90	0.59	1.21	67%	Insufficient Data	Insufficient Data	Insufficient Data	0.23	1.29	1.31	6.43	5.22	35.26	14.19	No UP
SCALES																
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted					All		
Good/Above Average Performance		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5
Fair/Average Performance		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5
Poor/Below Average Performance		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0
Performance Level		2 or 3 Lane Undivided Highway							Interrupted							
Good/Above Average Performance		< 0.94			< 51%	< 5%	< 18%	< 2%	> 0.33	< 1.3		< 3.0				
Fair/Average Performance		0.94 - 1.06			51% - 58%	5% - 7%	18% - 27%	2% - 4%	0.17 - 0.33	1.3 - 2.0		3.0 - 6.0				
Poor/Below Average Performance		> 1.06			> 58%	> 7%	> 27%	> 4%	< 0.17	> 2.0		> 6.0				

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^{a2}2 or 3 or 4 Lane Divided Highway
^{b2}2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Mobility, Safety, and Freight for the SR 347/SR 84 corridor). There is one segment with a High average need, two segments with a Medium average need, one segment with a Low average need, and two segments with no average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)				
	84/347-1	347-2	347-3	347-4	347-5
	MP 155-162	MP 162-171	MP 171-176	MP 176-184	MP 184-189
Pavement	None	Low	Low	None	Low
Bridge	None	None	None	None	None
Mobility*	None	Low	High	High	High
Safety*	None	Medium	None	Low	High
Freight*	None	None	High	High	High
Average Need	0.00	0.85	1.54	1.62	2.23

* Identified as Emphasis Areas for SR 347/SR 84 Corridor
N/A indicates insufficient or no data available to determine level of need
* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None ⁺	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 2: Corridor Location and Segments

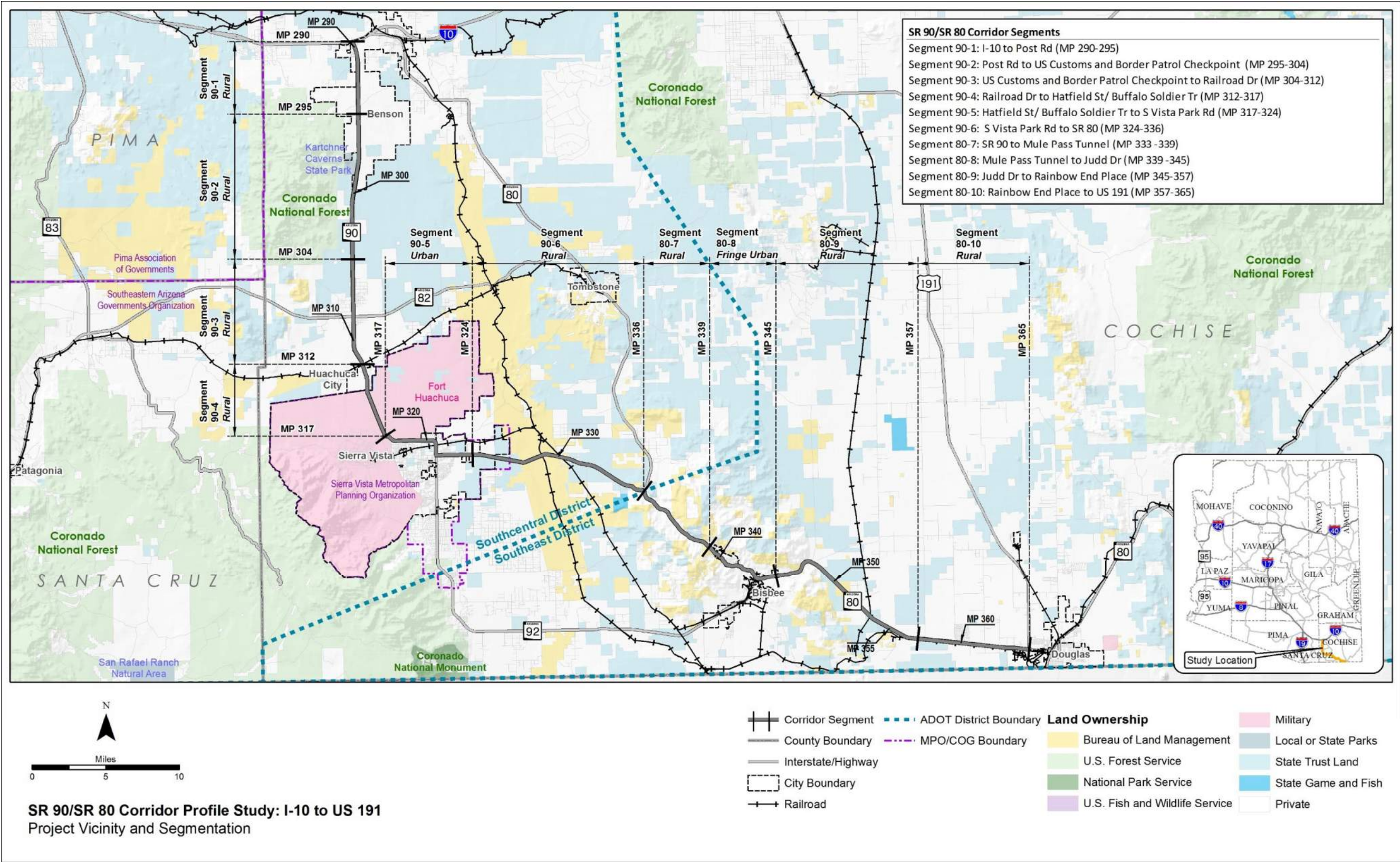




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area																			
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/ year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips								
			SB/EB	NB/WB								NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB										
90-1 ^{2*a}	5	4.10	4.16	4.17	0%	No Bridges				0.41	0.50	0.31	0.31	0.00	0.00	1.28	1.69	7.01	3.29	88%	14.1%								
90-2 ^{2*a}	9	4.30	4.33	4.14	0%	6.49	94.52	0%	6	0.18	0.22	0.13	0.13	0.07	0.02	1.19	1.00	4.91	1.11	100%	14.6%								
90-3 ^{2*a}	8	3.72	3.59	3.39	6%	6.69	94.68	0%	6	0.44	0.51	0.33	0.33	0.08	0.24	1.04	1.01	1.95	1.65	96%	17.2%								
90-4 ^{2^b}	5	3.56	3.28		20%	No Bridges				0.28	0.32	0.21	0.21	0.16	0.22	1.02	1.04	1.57	2.14	96%	17.3%								
90-5 ^{1*b}	7	3.14	3.11		29%	No Bridges				0.47	0.51	0.34	0.39	0.00	0.21	1.35	1.36	7.93	6.41	26%	19.2%								
90-6 ^{2*c}	12	3.74	3.55		0%	6.60	93.90	0%	5	0.30	0.33	0.29	0.29	0.05	0.24	1.13	1.11	2.14	1.84	3%	15.6%								
80-7 ^{2^c}	6	2.31	4.24		67%	5.85	75.83	49%	5	0.50	0.38	0.52	0.55	0.10	0.71	1.00	1.09	1.26	1.75	0%	15.3%								
80-8 ^{1*c}	6	3.35	3.10		17%	6.03	87.28	25%	5	0.27	0.20	0.31	0.27	0.00	0.27	1.06	1.09	1.81	1.96	43%	16.4%								
80-9 ^{2^c}	12	3.98	3.82		0%	5.39	68.37	0%	5	0.13	0.08	0.13	0.13	0.00	0.13	1.08	1.05	1.65	1.42	88%	11.4%								
80-10 ^{2*a}	8	3.76	3.64	3.69	6%	5.00	89.90	0%	5	0.13	0.10	0.15	0.15	0.02	0.04	1.08	1.09	1.57	1.82	97%	14.9%								
Weighted Corridor Average		3.66	3.70	3.66	11%	5.99	83.64	13%	5.24	0.29	0.30	0.26	0.26	0.04	0.20	1.12	1.13	3.00	2.19	62%	15.3%								
SCALES																													
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All		Uninterrupted				All									
Good/Above Average		> 3.50				< 5%				> 6.5				> 80				< 12%				> 6							
Fair/Average		2.90 - 3.50				5% - 20%				5.0 - 6.5				50 - 80				12% - 40%				5 - 6							
Poor/Below Average		< 2.90				> 20%				< 5.0				< 50				> 40%				< 5							
Performance Level										Rural								Interrupted											
Good/Above Average										< 0.56								< 1.3								< 3.0			
Fair/Average										0.56 - 0.76								1.3 – 2.0								3.0 – 6.0			
Poor/Below Average										> 0.76								> 2.0								> 6.0			

^aUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area													
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)						
			NB/WB	SB/EB						NB/WB	SB/EB	NB/WB	SB/EB									
90-1 ^{2*a}	5	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.16	2.00	1.86	9.35	3.29	0.00	0.00	No UP						
90-2 ^{2*a}	9	0.05	0.09	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.27	1.59	1.00	6.45	1.08	10.51	1.87	No UP						
90-3 ^{2*a}	8	0.47	0.94	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.35	1.11	1.05	2.96	2.70	17.07	32.50	No UP						
90-4 ^{2^b}	5	0.88	0.93	0.82	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.10	1.14	2.63	5.11	38.72	18.84	No UP						
90-5 ^{1*b}	7	0.82	0.88	0.77	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.17	1.41	1.40	5.46	6.42	0.00	87.57	No UP						
90-6 ^{2*c}	12	1.25	2.44	0.07	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.32	1.23	1.22	3.37	2.83	10.45	54.73	No UP						
80-7 ^{2^c}	6	0.23	0.31	0.15	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.53	1.02	1.27	1.44	2.31	10.90	190.07	No UP						
80-8 ^{1*c}	6	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.46	1.10	1.19	2.22	2.14	0.00	104.93	13.95						
80-9 ^{2^c}	12	0.54	0.00	1.08	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.63	1.08	1.05	1.76	1.41	0.00	19.00	No UP						
80-10 ^{2*a}	8	0.69	0.00	1.38	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.60	1.09	1.10	1.62	1.72	2.73	6.04	No UP						
Weighted Corridor Average		0.59	0.70	0.47	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.39	1.26	1.20	3.56	2.70	8.36	47.21	13.95						
SCALES																						
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted				All									
Good/Above Average		< 0.77			< 44%		< 4%		< 16%		< 2%		> 0.77		< 1.15		< 1.3		< 44.18		> 16.5	
Fair/Average		0.77 - 1.23			44% - 54%		4% - 7%		16% - 26%		2% - 4%		0.67 - 0.77		1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5	
Poor/Below Average		> 1.23			> 54%		> 7%		> 26%		> 4%		< 0.67		> 1.33		> 1.5		> 124.86		< 16.0	
Performance Level		2 or 3 Lane Undivided Highway							Interrupted													
Good/Above Average		< 0.94			< 51%		< 6%		< 19%		< 5%		> 0.33		< 1.3		< 3.0					
Fair/Average		0.94 - 1.06			51% - 58%		6% - 10%		19% - 27%		5% - 8%		0.17 - 0.33		1.3 - 2.0		3.0 - 6.0					
Poor/Below Average		> 1.06			> 58%		> 10%		> 27%		> 8%		< 0.17		> 2.0		> 6.0					
Performance Level		4 or 5 Undivided Highway																				
Good/Above Average		< 0.80			< 42%		< 6%		< 6%		< 5%											
Fair/Average		0.80 - 1.20			42% - 51%		6% - 10%		6% - 9%		5% - 8%											
Poor/Below Average		> 1.20			> 51%		> 10%		> 9%		> 8%											

^aUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Safety, and Freight for the SR 90/SR 80 corridor). There is four segment with a Medium average need and six segments with a Low average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)									
	90-1	90-2	90-3	90-4	90-5	90-6	80-7	80-8	80-9	80-10
	MP 290-295	MP 295-304	MP 304-312	MP 312-317	MP 317-324	MP 324-336	MP 333-339	MP 339-345	MP 345-357	MP 357-365
Pavement*	None	None	Low	Low	Medium	None	None	Low	None	Low
Bridge	None	None	None	None	None	Low	Low	Low	Medium	Medium
Mobility	Low	Low	None	Low	Low	Low	Low	Low	Low	None
Safety*	N/A	None	Low	Low	Low	High	None	None	Low	Low
Freight*	High	Low	None	High	High	None	High	Low	High	None
Average Need	0.85	0.38	0.46	1.31	1.54	1.00	1.00	0.77	1.38	0.77

* Identified as Emphasis Areas for SR 90/SR 80 Corridor
N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None ⁺	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0



Figure 2: Corridor Location and Segments

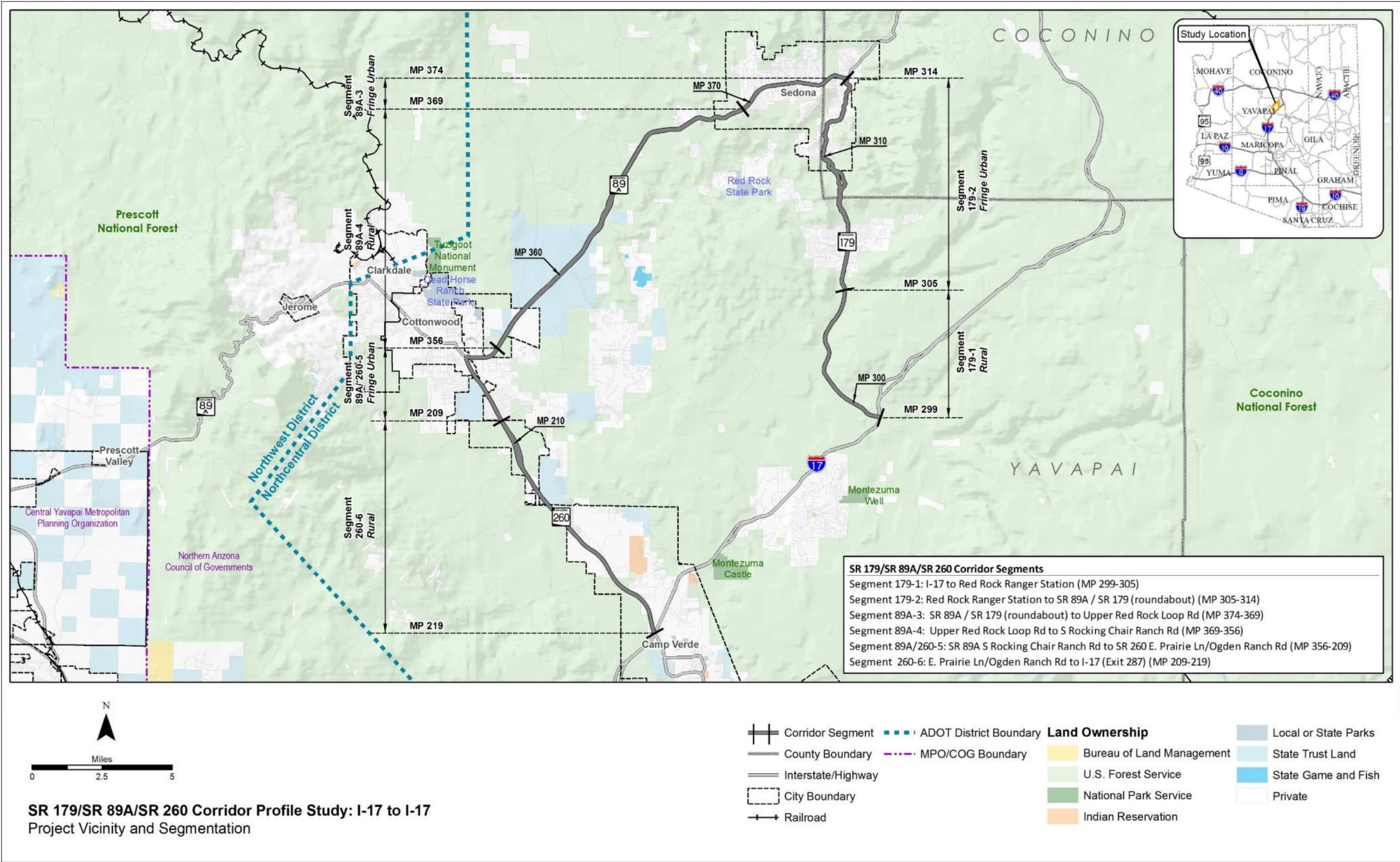




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area											
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			SB/EB (& NB 179)	NB/WB (& SB 179)								NB/WB (& SB 179)	SB/EB (& NB 179)	NB/WB (& SB 179)	SB/EB (& NB 179)	NB/WB (& SB 179)	SB/EB (& NB 179)	NB/WB (& SB 179)	SB/EB (& NB 179)		
179-1 ^{2*c}	6	3.27	3.31	3.24	0.0%	5.00	59.90	100.0%	5	0.35	0.41	0.27	0.26	0.00	0.10	1.17	1.21	2.81	3.55	4%	17.1%
179-2 ^{1*a}	9	3.31	3.33	3.28	27.8%	8.00	90.27	0.0%	8	0.83	1.01	0.57	0.56	0.09	0.02	1.27	1.33	3.39	4.37	83%	17.0%
89A-3 ^{1*b}	5	3.71	3.51	3.46	0.0%	No Bridges				0.86	1.08	0.54	0.54	0.00	0.16	1.29	1.24	6.97	5.55	71%	17.9%
89A-4 ^{2*a}	13	3.87	3.75	3.75	0.0%	5.31	98.81	0.0%	5	0.48	0.54	0.34	0.33	0.54	0.03	1.15	1.08	3.24	1.88	97%	18.0%
89A/260-5 ^{1*b}	4	3.97	3.61	3.61	0.0%	7.00	84.00	0.0%	7	0.77	0.90	0.57	0.53	0.05	0.10	1.30	1.27	5.29	3.02	29%	20.1%
260-6 ^{2*c}	10	3.89	3.65	3.76	6.7%	6.95	91.24	0.0%	5	1.22	1.40	0.76	0.76	0.12	0.12	1.01	1.07	1.33	1.97	90%	16.1%
Weighted Corridor Average		3.68	3.56	3.55	6.7%	6.57	90.44	7.1%	5.79	0.75	0.88	0.50	0.49	0.20	0.08	1.17	1.17	3.36	3.05	73%	17.5%
SCALES																					
Performance Level		Non-Interstate				All				Urban and Fringe Urban				All		Uninterrupted				All	
Good/Above Average		> 3.50				< 5%				> 6.5				< 0.22		< 1.15				< 1.3	
Fair/Average		2.90 - 3.50				5% - 20%				5.0 - 6.5				0.22 - 0.62		1.15 - 1.33				1.3 - 1.5	
Poor/Below Average		< 2.90				> 20%				< 5.0				> 0.89		> 1.33				> 1.5	
Performance Level										Rural						Interrupted					
Good/Above Average										< 0.56						< 1.3				< 3.0	
Fair/Average										0.56 - 0.76						1.3 – 2.0				3.0 – 6.0	
Poor/Below Average										> 0.76						> 2.0				> 6.0	

^Uninterrupted Flow Facility
*Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area								
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/ year/mile)		Bridge Vertical Clearance (feet)	
			NB/WB (& SB 179)	SB/EB (& NB 179)						NB/WB (& SB 179)	SB/EB (& NB 179)	NB/WB (& SB 179)	SB/EB (& NB 179)				
179-1 ^{2*c}	5	0.13	0.26	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.24	1.25	1.27	3.16	5.33	0.00	12.13	No UP	
179-2 ^{1*a}	9	0.79	0.79	0.79	50%	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.48	1.42	4.06	5.97	21.76	4.18	No UP	
89A-3 ^{1*b}	22	1.37	0.12	2.62	57%	Insufficient Data	Insufficient Data	Insufficient Data	0.15	1.43	1.33	6.43	7.21	0.00	48.84	No UP	
89A-4 ^{2*a}	22	2.05	0.98	3.13	56%	Insufficient Data	Insufficient Data	Insufficient Data	0.27	1.28	1.16	4.38	3.14	145.51	7.40	No UP	
89A/260-5 ^{1*b}	5	2.22	4.24	0.19	27%	Insufficient Data	Insufficient Data	Insufficient Data	0.14	1.50	1.40	9.47	5.17	9.90	13.40	No UP	
260-6 ^{2*c}	10	2.19	2.19	2.19	33%	Insufficient Data	Insufficient Data	Insufficient Data	0.42	1.05	1.14	1.58	3.16	19.82	27.98	No UP	
Weighted Corridor Average		1.54	1.30	1.79	46%	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.30	1.26	4.22	4.55	50.88	16.35	No UP	
SCALES																	
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted				All				
Good/Above Average		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5	
Fair/Average		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5	
Poor/Below Average		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0	
Performance Level		2 or 3 Lane Undivided Highway							Interrupted								
Good/Above Average		< 0.94			< 51%	< 6%	< 19%	< 5%	> 0.33	< 1.3		< 3.0					
Fair/Average		0.94 - 1.06			51% - 58%	6% - 10%	19% - 27%	5% - 8%	0.17 - 0.33	1.3 - 2.0		3.0 - 6.0					
Poor/Below Average		> 1.06			> 58%	> 10%	> 27%	> 8%	< 0.17	> 2.0		> 6.0					
Performance Level		4 or 5 Undivided Highway															
Good/Above Average		< 0.80			< 42%	< 6%	< 6%	< 5%									
Fair/Average		0.80 - 1.20			42% - 51%	6% - 10%	6% - 9%	5% - 8%									
Poor/Below Average		> 1.20			> 51%	> 10%	> 9%	> 8%									

^Uninterrupted Flow Facility

*Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway

^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment

²Rural Operating Environment

Notes:

"Insufficient Data" indicates there was not enough data available to generate reliable performance ratings

"No UP" indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Mobility, and Safety for the SR 179/SR 89A/SR 260 corridor). All segments on the SR 179/SR 89A/SR 260 corridor have a Medium average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)					
	179-1	179-2	89A-3	89A-4	89A/260-5	260-6
	MP 299 – 305	MP 305 – 314	MP 374 – 369	MP 369 – 356	MP 356 – 209	MP 209 – 219
Pavement*	Low	Low	None	None	None	Low
Bridge	High	None	None	Medium	None	Low
Mobility*	Low	High	High	Low	Low	High
Safety*	None	Low	High	High	High	High
Freight	Low	Medium	High	Low	High	None
Average Need	1.08	1.46	1.85	1.38	1.38	1.77

* Identified as Emphasis Areas for SR 179/SR 89A/SR 260Corridor
N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None ⁺	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0



Figure 1: Corridor Location and Segments

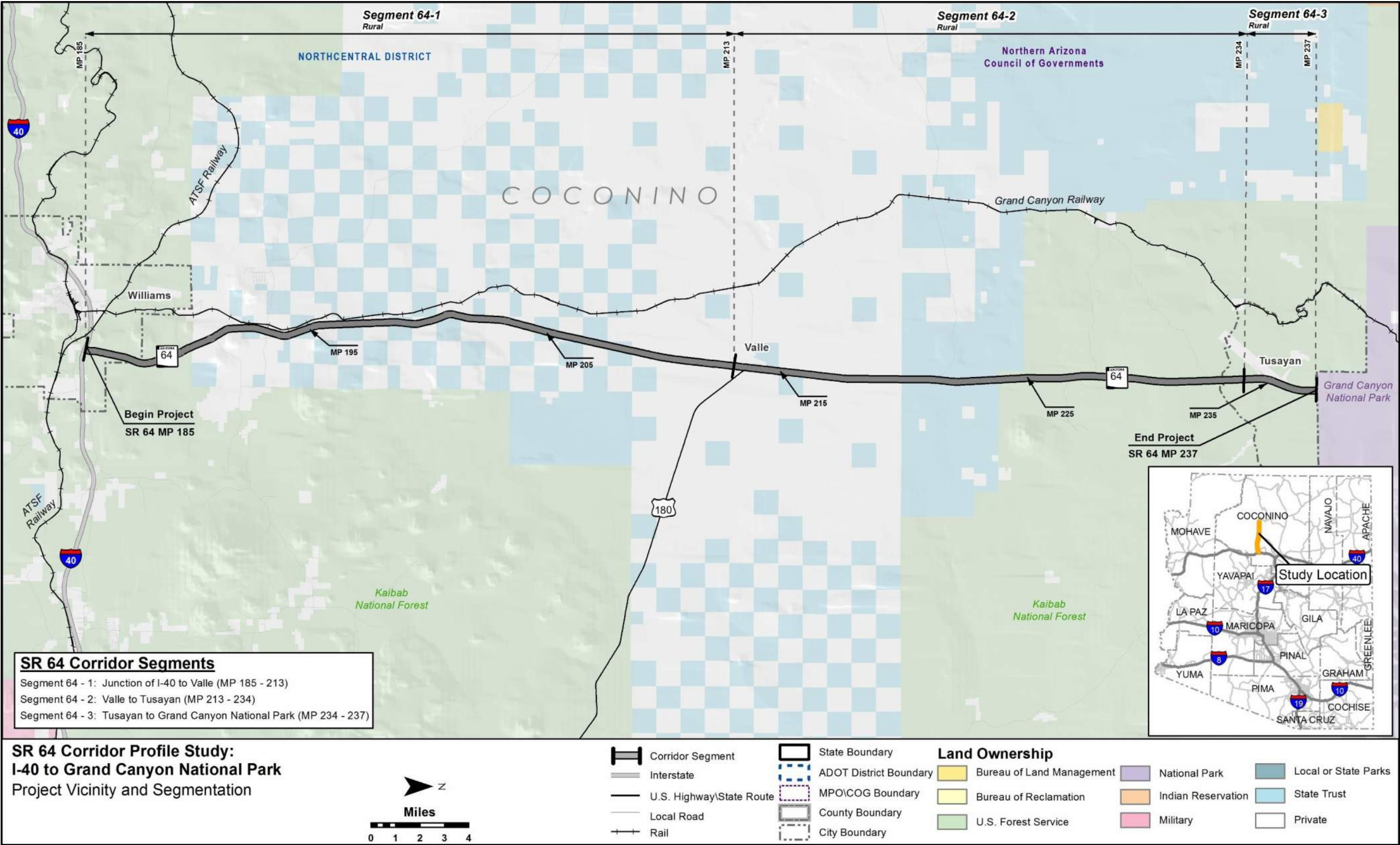




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area																				
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips								
			EB	WB								EB	WB	EB	WB	EB	WB	EB	WB										
64-1 ^{^c2}	28	2.88	3.09		38.0%	7.00	85.00	0.0%	7	0.22	0.22	0.21	0.21	0.33	0.03	1.01	1.06	1.27	1.59	5%	13.9%								
64-2 ^{^c2}	21	3.60	3.50		0.0%	No Bridges				0.28	0.32	0.28	0.26	0.28	0.01	1.02	1.17	2.03	2.57	4%	16.8%								
64-3 ^{*b2}	3	3.69	3.52		0.0%	No Bridges				0.55	0.65	0.35	0.35	0.20	0.07	1.07	1.16	1.00	2.04	95%	10.6%								
Weighted Corridor Average		3.22	3.28		20%	7.00	84.60	0%	7.00	0.26	0.29	0.25	0.24	0.30	0.02	1.02	1.11	1.56	2.01	9%	15%								
SCALES																													
Performance Level		Non-Interstate			All				Urban and Fringe Urban				All		Uninterrupted			All											
Good/Above Average		> 3.50			< 5%		> 6.5	> 80	< 12%		> 6		< 0.71				< 0.22		< 1.15		< 1.3		> 90%		> 17%				
Fair/Average		2.90 - 3.50			5% - 20%		5.0 - 6.5	50 - 80	12% - 40%		5 - 6		0.71 - 0.89				0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%		11% - 17%				
Poor/Below Average		< 2.90			> 20%		< 5.0	< 50	> 40%		< 5		> 0.89				> .62		> 1.33		> 1.5		< 60%		< 11%				
Performance Level										Rural								Interrupted											
Good/Above Average										< 0.56								< 1.3								< 3.0			
Fair/Average										0.56 - 0.76								1.3 – 2.0								3.0 – 6.0			
Poor/Below Average										> 0.76								> 2.0								> 6.0			

^aUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area								
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)	
			EB	WB						EB	WB	EB	WB	EB	WB		
64-1 ^{^c2}	28	0.27	0.45	0.09	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.42	1.10	1.19	1.54	3.24	264.89	4.46	No UP	
64-2 ^{^c2}	21	0.36	0.08	0.64	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.28	1.14	1.30	2.46	4.60	271.39	1.15	No UP	
64-3 ^{^b2}	3	0.08	0.00	0.16	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.68	1.03	1.32	1.00	1.96	231.20	8.67	No UP	
Weighted Corridor Average		0.30	0.27	0.32	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.38	1.11	1.24	1.88	3.72	265.57	3.37	0.00	
SCALES																	
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted				All				
Good/Above Average		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5	
Fair/Average		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5	
Poor/Below Average		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0	
Performance Level		2 or 3 Lane Undivided Highway							Interrupted								
Good/Above Average		< 0.94			< 51%	< 6%	< 19%	< 5%	> 0.33	< 1.3		< 3.0					
Fair/Average		0.94 - 1.06			51% - 58%	6% - 10%	19% - 27%	5% - 8%	0.17 - 0.33	1.3 - 2.0		3.0 - 6.0					
Poor/Below Average		> 1.06			> 58%	> 10%	> 27%	> 8%	< 0.17	> 2.0		> 6.0					
Performance Level		4 or 5 Undivided Highway															
Good/Above Average		< 0.80			< 42%	< 6%	< 6%	< 5%									
Fair/Average		0.80 - 1.20			42% - 51%	6% - 10%	6% - 9%	5% - 8%									
Poor/Below Average		> 1.20			> 51%	> 10%	> 9%	> 8%									

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment

Notes: “Insufficient Data” indicates there was not enough data available to generate reliable performance ratings
 “No UP” indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Mobility, and Safety for the SR 64 corridor). There is one segment with a Medium average need and two segments with a Low average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)		
	64-1	64-2	64-3
	MP 185-213	MP 213-234	MP 234-237
Pavement+	High	None*	None*
Bridge	None*	None*	None*
Mobility+	Low	Low	None*
Safety+	None*	None*	None*
Freight	High	High	Low
Average Need	1.38	0.69	0.15

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the SR 64 corridor.

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 2: Corridor Location and Segments

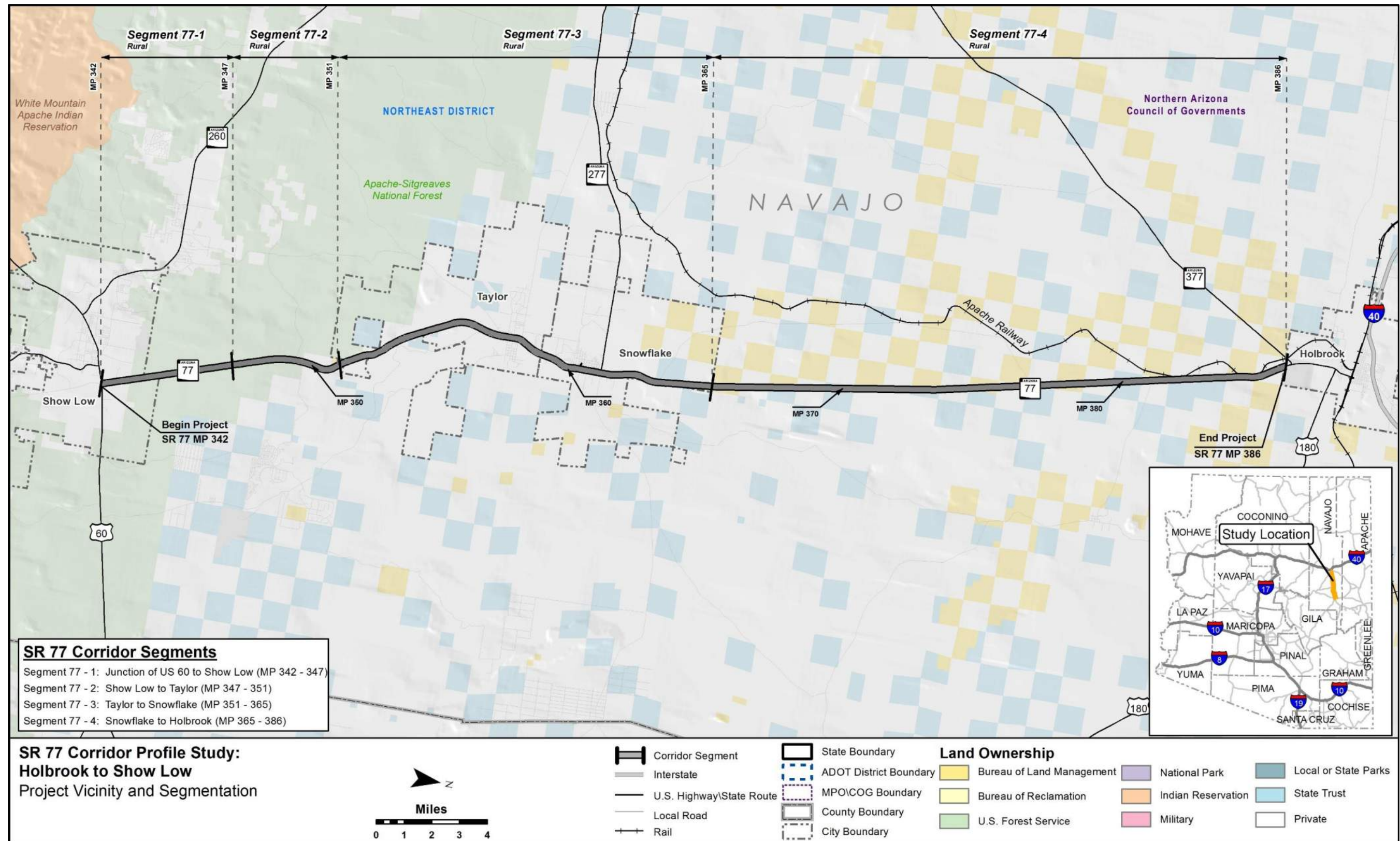




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area															
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips			
			NB	SB								NB	SB	NB	SB	NB	SB	NB	SB					
77-1 ^{2^} ^	5	3.97	3.94		0.0%	No Bridge			0.47	0.55	0.30	0.30	0.43	1.40	1.07	1.04	2.38	2.57	97%	12.9%				
77-2 ^{2^} ^	4	3.79	3.89		0.0%	No Bridge			0.16	0.18	0.10	0.10	0.50	1.40	1.09	1.14	1.23	2.20	13%	13.6%				
77-3 ^{2*}	14	4.06	3.72		0.0%	7.00	87.30	0.0%	7	0.48	0.56	0.32	0.32	0.33	1.04	1.09	1.09	1.83	1.80	36%	16.9%			
77-4 ^{2^} ^	21	3.82	3.81		0.0%	6.74	72.46	48.8%	5	0.13	0.15	0.11	0.10	0.44	0.04	1.01	1.02	1.17	1.22	0%	14.5%			
Weighted Corridor Average		3.91	3.80		0%	6.79	75.43	39%	5.40	0.28	0.33	0.20	0.19	0.41	0.64	1.05	1.06	1.52	1.65	24%	15%			
SCALES																								
Performance Level		Non-Interstate			All				Urban and Fringe Urban				All		Uninterrupted				All					
Good/Above Average		> 3.50			< 5%		> 6.5	> 80	< 12%		> 6		< 0.71				< 0.22		< 1.15		< 1.3		> 90%	> 17%
Fair/Average		2.90 - 3.50			5% - 20%		5.0 - 6.5	50 - 80	12% - 40%		5 - 6		0.71 - 0.89				0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%	11% - 17%
Poor/Below Average		< 2.90			> 20%		< 5.0	< 50	> 40%		< 5		> 0.89				> .62		> 1.33		> 1.5		< 60%	< 11%
Performance Level												Rural						Interrupted						
Good/Above Average												< 0.56						< 1.3		< 3.0				
Fair/Average												0.56 - 0.76						1.3 – 2.0		3.0 – 6.0				
Poor/Below Average												> 0.76						> 2.0		> 6.0				

^Uninterrupted Flow Facility
*Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area								
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)	
			NB/	SB/						NB	SB	NB	SB				
77-1 ^{2^} ^	5	1.03	2.05	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.23	1.16	1.11	4.39	4.44	574.65	1164.00	No UP	
77-2 ^{2^} ^	4	1.83	3.66	0.00	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.44	1.16	1.21	1.22	3.32	608.10	1164.00	No UP	
77-3 ^{2*}	14	0.51	0.56	0.46	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.57	1.14	1.16	1.67	1.83	503.18	838.90	No UP	
77-4 ^{2^} ^	21	0.41	0.04	0.78	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.72	1.07	1.09	1.44	1.34	84.80	6.51	No UP	
Weighted Corridor Average		0.64	0.76	0.52	36%	Insufficient Data	Insufficient Data	Insufficient Data	0.59	1.11	1.13	1.83	2.03	321.16	508.12	No UP	
SCALES																	
Performance Level		2 or 3 or 4 Lane Divided Highway							Uninterrupted				All				
Good/Above Average		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5	
Fair/Average		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5	
Poor/Below Average		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0	
Performance Level		2 or 3 Lane Undivided Highway							Interrupted								
Good/Above Average		< 0.94			< 51%	< 6%	< 19%	< 5%	> 0.33	< 1.3		< 3.0					
Fair/Average		0.94 - 1.06			51% - 58%	6% - 10%	19% - 27%	5% - 8%	0.17 - 0.33	1.3 - 2.0		3.0 - 6.0					
Poor/Below Average		> 1.06			> 58%	> 10%	> 27%	> 8%	< 0.17	> 2.0		> 6.0					
Performance Level		4 or 5 Undivided Highway															
Good/Above Average		< 0.80			< 42%	< 6%	< 6%	< 5%									
Fair/Average		0.80 - 1.20			42% - 51%	6% - 10%	6% - 9%	5% - 8%									
Poor/Below Average		> 1.20			> 51%	> 10%	> 9%	> 8%									

^Uninterrupted Flow Facility
*Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Mobility, and Safety for the SR 77 corridor). Three of the four segments have a Medium average need, and the remaining segment has a Low average need.

Table 17: Summary of Needs by Segment

Performance Area	77-1	77-2	77-3	77-4
	MP 342-347	MP 347-351	MP 351-365	MP 365-386
Pavement+	None*	None*	None*	None*
Bridge	None*	None*	None*	Low
Mobility+	Low	Low	Low	Low
Safety+	Medium	High	None*	Low
Freight	High	High	Low	Low
Average Need	1.15	1.38	0.38	0.77

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the SR 77 corridor.

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 3: Corridor Location and Segments

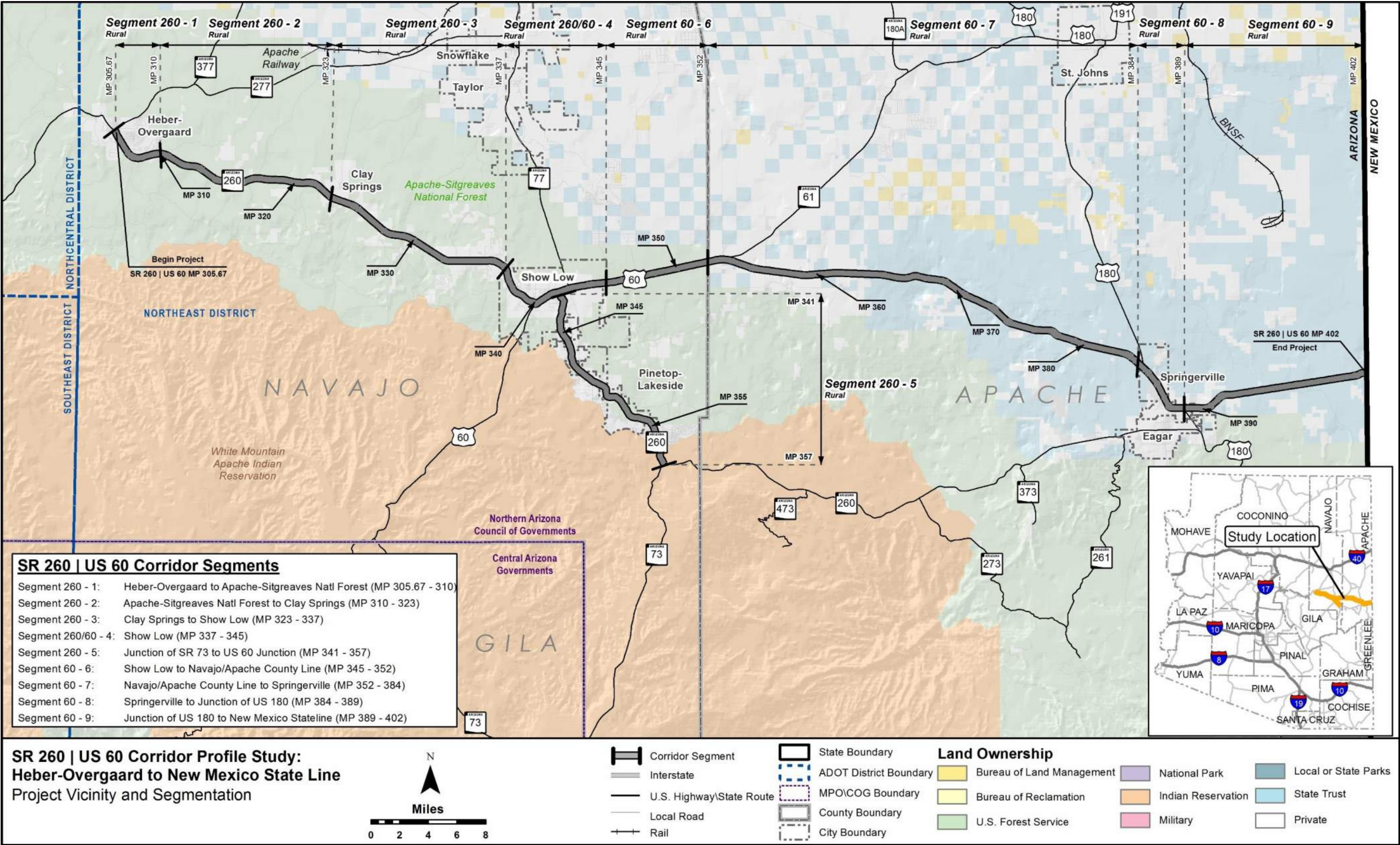




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment #	Segment Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area												
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	% of Deck Area on Functionally Obsolete Bridges	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB								EB	WB	EB	WB	EB	WB	EB	WB		
260-1 ² ^{Ab}	4	1.89	3.41		60.0%	No Bridges				0.10	0.09	0.08	0.08	0.16	1.84	1.01	1.00	1.75	1.84	93%	16.8%
260-2 ² ^{Ac}	13	3.87	4.04		7.7%	6.00	94.10	0.0%	6	0.29	0.29	0.33	0.33	0.00	1.45	1.07	1.02	1.36	1.43	0%	13.9%
260-3 ² ^{Ac}	14	4.02	3.76		0.0%	6.00	92.80	0.0%	6	0.18	0.19	0.22	0.24	0.51	1.46	1.07	1.05	1.26	1.52	5%	17.3%
260/60-4 ² ^{*b}	8	2.86	3.16		25.0%	7.00	85.00	0.0%	7	0.70	0.84	0.55	0.54	1.16	0.79	1.16	1.18	3.45	5.14	54%	17.9%
260-5 ² ^{*b}	16	3.51	3.85	3.73	21.9%	No Bridges				0.75	0.90	0.62	0.62	0.05	1.41	1.12	1.10	2.60	3.57	50%	16.4%
60-6 ² ^{Ac}	7	3.71	3.66		0.0%	6.00	82.20	0.0%	6	0.46	0.52	0.30	0.28	1.95	0.15	1.19	1.21	2.07	3.52	0%	12.2%
60-7 ² ^{Ac}	32	3.19	3.53		21.9%	7.00	96.30	0.0%	7	0.24	0.25	0.20	0.21	3.30	0.08	1.09	1.04	2.02	1.49	5%	13.8%
60-8 ² ^{*b}	5	3.73	3.65		0.0%	6.00	81.10	0.0%	6	0.26	0.30	0.26	0.28	2.46	0.20	1.17	1.19	4.11	8.55	98%	16.9%
60-9 ² ^{Ac}	13	4.25	3.93		0.0%	No Bridges				0.04	0.04	0.04	0.04	2.27	0.18	1.16	1.05	2.25	2.77	100%	0.0%
Weighted Corridor Average		3.47	3.69	3.57	14%	6.29	89.37	0%	6.29	0.33	0.37	0.29	0.29	1.59	0.74	1.11	1.07	2.15	2.65	33%	13%
SCALES																					
Performance Level		Non-Interstate			All				Urban and Fringe Urban				All		Uninterrupted			All			
Good/Above Average		> 3.50			< 5%	> 6.5	> 80	< 12%	> 6	< 0.71				< 0.22		< 1.15		< 1.3		> 90%	> 17%
Fair/Average		2.90 - 3.50			5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	5 - 6	0.71 - 0.89				0.22 - 0.62		1.15 - 1.33		1.3 - 1.5		60% - 90%	11% - 17%
Poor/Below Average		< 2.90			> 20%	< 5.0	< 50	> 40%	< 5	> 0.89				> .62		> 1.33		> 1.5		< 60%	< 11%
Performance Level										Rural						Interrupted					
Good/Above Average										< 0.56						< 1.3		< 3.0			
Fair/Average										0.56 - 0.76						1.3 – 2.0		3.0 – 6.0			
Poor/Below Average										> 0.76						> 2.0		> 6.0			

^AUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	% of Fatal + Incapacitating Injury Crashes Involving Trucks	% of Fatal + Incapacitating Injury Crashes Involving Motorcycles	% of Fatal + Incapacitating Injury Crashes Involving Non-Motorized Travelers	Freight Index	Directional TTTI		Directional TPTI		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)	
			EB	WB						EB	WB	EB	WB	EB	WB		
260-1 ^{2Ab}	4	0.09	0.00	0.18	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.47	1.10	1.12	1.94	2.30	26.32	2969.40	No UP	
260-2 ^{2Ac}	13	0.65	0.00	1.29	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.75	1.10	1.08	1.32	1.33	0.00	2154.82	No UP	
260-3 ^{2Ac}	14	0.71	1.11	0.31	80%	Insufficient Data	Insufficient Data	Insufficient Data	0.78	1.10	1.08	1.23	1.62	1226.19	2140.04	No UP	
260/60-4 ^{2*b}	8	0.80	0.75	0.84	19%	Insufficient Data	Insufficient Data	Insufficient Data	0.21	1.23	1.32	4.67	4.77	1924.09	1001.99	No UP	
260-5 ^{2*b}	16	0.55	0.71	0.39	25%	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.30	1.31	5.72	4.48	6.30	2651.60	No UP	
60-6 ^{2Ac}	7	0.23	0.34	0.11	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.20	1.37	1.38	4.94	4.85	3058.62	37.36	No UP	
60-7 ^{2Aa}	32	1.40	2.13	0.67	64%	Insufficient Data	Insufficient Data	Insufficient Data	0.48	1.15	1.09	2.45	1.75	5578.00	61.47	No UP	
60-8 ^{2*b}	5	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.26	1.21	1.27	4.36	3.41	4383.71	290.20	No UP	
60-9 ^{2Ac}	13	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.58	1.13	1.10	1.81	1.64	4081.11	267.88	No UP	
Weighted Corridor Average		0.72	0.92	0.51	33%	Insufficient Data	Insufficient Data	Insufficient Data	0.47	1.18	1.16	2.94	2.56	2738.83	1143.36	0.00	
SCALES																	
Performance Level		2 or 3 or 4 Lane Divided Highway						Uninterrupted				All					
Good/Above Average		< 0.77			< 44%	< 4%	< 16%	< 2%	> 0.77	< 1.15		< 1.3		< 44.18		> 16.5	
Fair/Average		0.77 - 1.23			44% - 54%	4% - 7%	16% - 26%	2% - 4%	0.67 - 0.77	1.15 - 1.33		1.3 - 1.5		44.18-124.86		16.0 - 16.5	
Poor/Below Average		> 1.23			> 54%	> 7%	> 26%	> 4%	< 0.67	> 1.33		> 1.5		> 124.86		< 16.0	
Performance Level		2 or 3 Lane Undivided Highway						Interrupted									
Good/Above Average		< 0.94			< 51%	< 6%	< 19%	< 5%	> 0.33	< 1.3						< 3.0	
Fair/Average		0.94 - 1.06			51% - 58%	6% - 10%	19% - 27%	5% - 8%	0.17 - 0.33	1.3 - 2.0						3.0 - 6.0	
Poor/Below Average		> 1.06			> 58%	> 10%	> 27%	> 8%	< 0.17	> 2.0						> 6.0	
Performance Level		4 or 5 Undivided Highway															
Good/Above Average		< 0.80			< 42%	< 6%	< 6%					< 5%					
Fair/Average		0.80 - 1.20			42% - 51%	6% - 10%	6% - 9%					5% - 8%					
Poor/Below Average		> 1.20			> 51%	> 10%	> 9%					> 8%					

^aUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a2 or 3 or 4 Lane Divided Highway
^b4 or 5 Lane Undivided Highway

^c2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment

Notes: “Insufficient Data” indicates there was not enough data available to generate reliable performance ratings
“No UP” indicates no underpasses are present in the segment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Pavement, Safety, and Freight for the SR 260 | US 60 corridor). Overall, four segments have been assessed with a Medium average need and the remaining five segments with a Low average need.

Table 17: Summary of Needs by Segment

Performance Area	260-1	260-2	260-3	260 60-4	260-5	60-6	60-7	60-8	60-9
	MP 306-310	MP 310-323	MP 323-337	MP 337-345	MP 341-357	MP 345-352	MP 352-384	MP 384-389	MP 389-402
Pavement+	High	Low	None*	High	Low	None*	Low	None*	None*
Bridge	None*	None*	None*	None*	None*	None*	None*	None*	None*
Mobility	Low	Low	Low	Medium	Medium	Medium	Low	Low	Low
Safety+	None*	Low	Low	Low	None*	None*	High	None*	None*
Freight+	High	Low	Low	Medium	High	High	High	Medium	High
Average Need	1.54	0.85	0.62	1.69	1.23	1.00	1.08	0.62	0.85

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the SR 260 | US 60 corridor.

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0



Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment	Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area												
		Pavement Index	Directional PSR		Pavement Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepos t/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Acc.	% Non-Single Occupancy Vehicle (SOV) Opportunities	
			NB/WB	SB/EB								NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB			
69-1^2b	17	4.25	4.07	4.01	0.0%	6.47	99.60	0.0%	6	0.20	0.21	0.14	0.14	0.14	0.09	1.04	1.01	1.39	1.29	50%	18.9%	
69-2*1c	10	3.69	3.50	3.51	0.0%	5.00	72.80	0.0%	5	0.74	0.81	0.64	0.52	0.09	0.06	1.17	1.13	2.46	2.17	42%	18.8%	
69-3*1d	6	3.49	3.49	3.49	23.8%	7.00	98.00	0.0%	7	1.02	1.12	0.78	0.80	0.27	0.38	1.36	1.27	3.70	3.17	46%	18.1%	
Fain-4*2b	7	4.43	4.29	4.21	0.0%	6.86	99.92	0.0%	6	0.34	0.42	0.22	0.22	0.00	0.00	1.01	1.08	1.22	1.64	86%	19.6%	
89A-5^1e	7	4.10	4.00	4.07	0.0%	6.93	99.33	0.0%	6	0.51	0.68	0.33	0.32	0.20	0.11	1.01	1.01	1.18	1.18	100%	16.2%	
89-6*1c	11	3.80	3.94	3.94	14.3%	No Bridges				0.38	0.46	0.27	0.27	0.31	0.13	1.34	1.30	3.91	3.38	23%	14.2%	
89-7*2a	10	3.59	3.73		10.0%	7.29	82.42	0.0%	6	0.30	0.35	0.22	0.22	0.24	0.00	1.15	1.20	2.25	2.94	91%	16.5%	
89-8^2a	7	3.73	3.53		0.0%	8.00	82.10	0.0%	8	0.16	0.18	0.13	0.13	0.03	0.00	1.17	1.17	2.19	3.87	99%	11.6%	
89-9^2a	15	3.54	3.41		6.7%	5.42	60.90	0.0%	4	0.14	0.16	0.14	0.13	0.01	0.08	1.01	1.04	1.46	1.58	87%	16.7%	
Weighted Corridor Average		3.89	3.77	3.76	6%	6.68	93.32	0%	6.00	0.38	0.44	0.29	0.28	0.14	0.10	1.13	1.12	2.15	2.25	66.8%	16.9%	
SCALES																						
Performance Level		Non-Interstate			All	All				Urban (Rural)			All		Uninterrupted (Interrupted)				All			
Good/Above Average		> 3.5			< 5%	> 6.5	> 80	> 6	< 12%	< 0.71 (< 0.56)			< 0.22		< 1.15 (1.30)		<1.30 (3.00)		> 90%		> 17%	
Fair/Average		2.9-3.5			5% - 20%	5.0 - 6.5	50 - 80	5 – 6	12% - 40%	0.71 - 0.89 (0.56 - 0.76)			0.22 – 0.62		1.15-1.33 (1.3-2)		1.30-1.50 (3-6)		60% - 90%		11% - 17%	
Poor/Below Average		< 2.9			> 20%	< 5.0	< 50	< 5	> 40 %	> 0.89(> 0.76)			> 0.62		> 1.33 (2.00)		>1.50 (6.00)		< 60%		< 11%	

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

¹Urban Operating Environment
²Rural Operating Environment

^a 2 or 3 Lane Undivided Highway
^b 2 or 3 or 4 Lane Divided Highway

^c 4 or 5 Lane Undivided Highway
^d 6 Lane Highway

^e Urban 4 Lane Freeway



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment	Length (miles)	Safety Performance Area				Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	Freight Index	Directional TTI (trucks only)		Directional PTI (trucks only)		Closure Duration (mins/milepost closed/year/mile)		Bridge Vertical Clearance (feet)
			NB/WB	SB/EB			NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	
69-1 ^{12b}	17	1.65	1.81	1.48	38%	0.65	1.13	1.05	1.77	1.31	155.86	13.31	No UP
69-2 ^{11c}	10	0.95	0.69	1.21	42%	0.30	1.29	1.22	3.59	2.97	7.94	4.09	No UP
69-3 ^{11d}	6	1.91	2.62	1.20	42%	0.22	1.53	1.38	5.44	3.74	26.84	65.96	No UP
Fain-4 ^{22b}	7	3.97	2.70	5.25	80%	0.43	1.09	1.23	1.83	2.86	0.00	0.00	No UP
89A-5 ^{11e}	7	0.10	0.10	0.10	83%	0.77	1.04	1.06	1.36	1.23	26.83	13.91	17.75
89-6 ^{11c}	11	0.57	0.74	0.41	57%	0.26	1.45	1.49	3.69	4.06	34.80	16.51	16.20
89-7 ^{22a}	10	1.83	1.41	2.24	30%	0.43	1.17	1.23	2.06	2.63	44.72	0.00	18.47
89-8 ^{22a}	7	0.14	0.28	0.00	Insufficient Data	0.45	1.22	1.18	2.27	2.18	22.66	0.00	No UP
89-9 ^{22a}	15	1.23	1.33	1.13	33%	0.27	1.16	1.24	3.76	3.52	1.89	17.01	No UP
Weighted Corridor Averages		1.38	1.37	1.40	46.6%	0.42	1.23	1.23	2.89	2.72	46.13	15.36	17.40
SCALES													
Performance Level						Uninterrupted (Interrupted)							
Good/Above Average		Varies				> 0.77(0.33)	<1.15(1.30)		<1.30(3.00)		< 44.18		> 16.5
Fair/Average		Varies				.67-.77(.17-.33)	1.15-1.33(1.3-2)		1.30-1.50(3-6)		44.18 -124.86		16.0-16.5
Poor/Below Average		Varies				< 0.67(.17)	>1.33(2.00)		>1.50(6.00)		> 124.86		< 16.0

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

¹Urban Operating Environment
²Rural Operating Environment

^a 2 or 3 Lane Undivided Highway
^b 2 or 3 or 4 Lane Divided Highway

^c 4 or 5 Lane Undivided Highway
^d 6 Lane Highway

^e Urban 4 Lane Freeway



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Mobility, Safety, and Freight for the SR 69/SR 89A/SR 89 Corridor). There are five segments with a Low overall average need, 3 segments with a Medium overall average need, and one segment with a High overall average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)								
	69-1	69-2	69-3	Fain-4	89A-5	89-6	89-7	89-8	89-9
	MP 263-280	MP 280-287	MP 287-296	MP 331-324	MP 324-317	MP 319-330	MP 330-340	MP 340-348	MP 348-363
Pavement	None*	None*	None*	None*	None*	Low	Low	None*	Low
Bridge	None*	Medium	None*	None*	None*	None	None*	None*	High
Mobility+	Low	Low	High	None*	None*	Low	None*	Low	Low
Safety+	High	Low	High	High	Low	Low	High	None*	High
Freight+	High	None*	Medium	None*	None*	Low	None*	High	High
Average Need (0-3)	1.62	0.77	1.85	0.69	0.23	0.80 [#]	0.15	0.92	2.23

*A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the SR 69/SR 89A/SR 89 Corridor.

Segment 6 Safety Need was excluded from the Average Need calculation due to the Safety Need only representing a portion of the overall segment

Scale	
None	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 2: Corridor Location and Segments

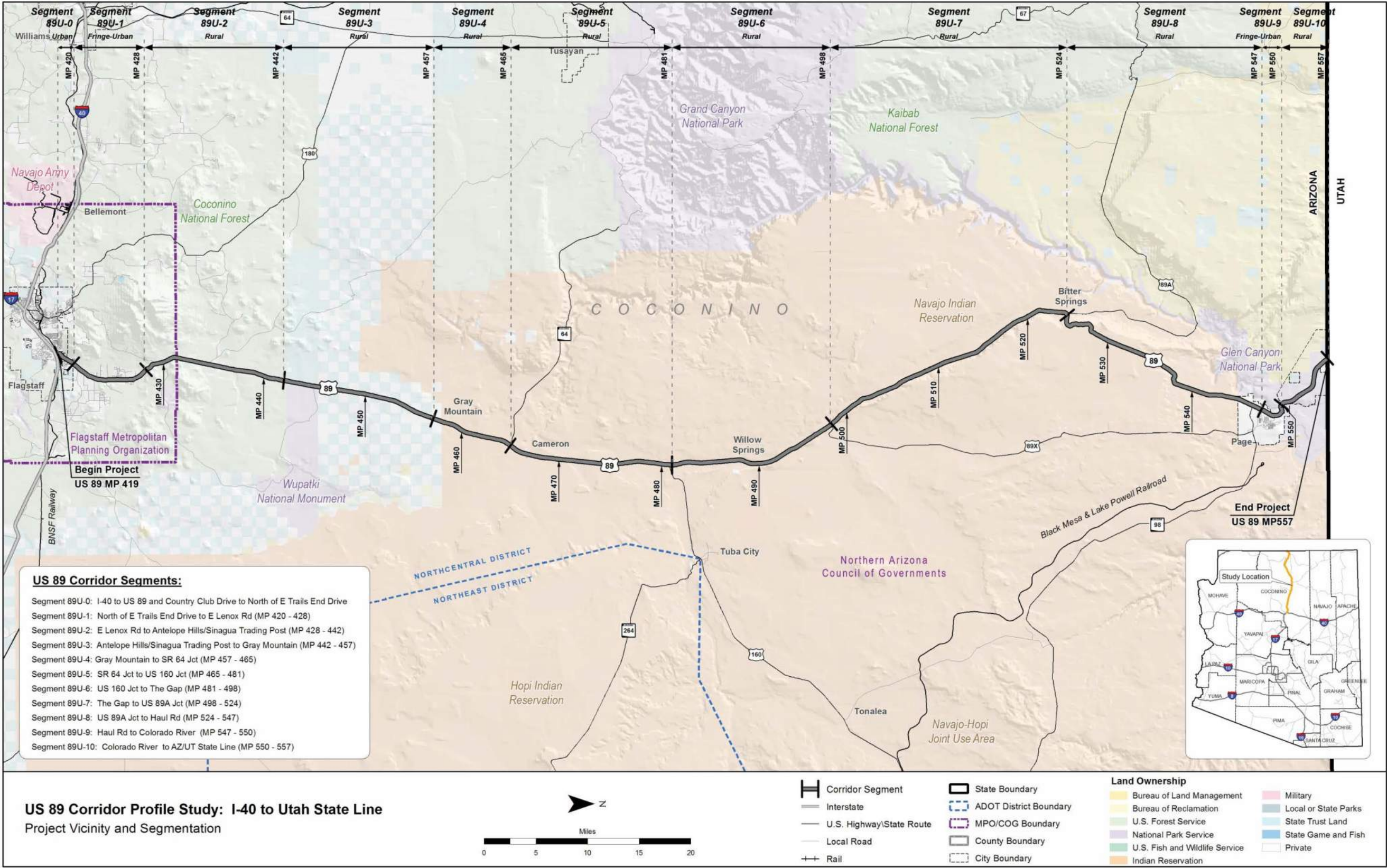




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment	Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area											
		Pavement Index	Directional PSR		Pavement Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost /year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Acc.	% Non-Single Occupancy Vehicle (SOV) Opportunities
			NB	SB								NB	SB	NB	SB	NB	SB	NB	SB		
89U-1 ^{*1}	8	4.29	4.19	3.04	0.0%	No Bridges in Segment				0.52	0.63	0.36	0.38	0.53	0.10	1.12	1.11	2.23	2.29	19%	20.3%
89U-2 ^{*2}	14	4.02	3.70	4.04	0.0%	No Bridges in Segment				0.15	0.20	0.09	0.09	0.25	0.01	1.02	1.03	1.24	1.42	97%	18.1%
89U-3 ^{*2}	15	3.73	3.47	3.28	0.0%	No Bridges in Segment				0.26	0.32	0.21	0.21	0.00	0.04	1.00	1.01	1.14	1.25	89%	14.2%
89U-4 ^{*2}	8	3.64	3.45	3.45	12.5%	No Bridges in Segment				0.28	0.35	0.19	0.19	0.00	0.03	1.11	1.17	2.38	2.16	94%	6.3%
89U-5 ^{*2}	16	3.66	3.35	3.35	12.5%	6.80	86.40	5.00	8.5%	0.37	0.46	0.24	0.24	0.13	0.05	1.10	1.13	1.74	2.07	75%	8.8%
89U-6 ^{*2}	17	4.04	3.73	3.73	0.0%	4.46	58.03	4.00	0.0%	0.16	0.19	0.15	0.14	0.02	0.01	1.03	1.01	1.50	1.28	99%	11.1%
89U-7 ^{*2}	26	4.01	3.85	3.85	0.0%	6.00	77.10	6.00	0.0%	0.11	0.15	0.06	0.06	0.03	0.02	1.01	1.05	1.53	1.60	88%	9.3%
89U-8 ^{*2}	23	3.72	3.71	3.71	8.7%	6.00	73.10	6.00	0.0%	0.28	0.34	0.17	0.17	0.31	0.09	1.21	1.23	2.69	2.92	2%	11.1%
89U-9 ^{*1}	3	2.98	3.19	3.19	66.7%	6.00	67.70	6.00	0.0%	0.85	1.05	0.54	0.56	0.07	0.07	1.30	1.38	2.86	3.16	91%	4.9%
89U-10 ^{*2}	7	3.82	3.86	3.86	0.0%	No Bridges in Segment				0.27	0.33	0.12	0.12	0.06	0.00	1.17	1.18	2.40	2.43	3%	4.9%
Weighted Corridor Average		3.86	3.68	3.63	5.1%	6.15	77.49	5.40	5%	0.25	0.32	0.17	0.17	0.14	0.04	1.08	1.10	1.84	1.93	66.5%	11.3%
SCALES																					
Performance Level		Non-Interstate								Urban (Rural)						Uninterrupted (Interrupted)				All	
Good/Above Average		> 3.50			< 5%	> 6.5	> 80	> 6	< 12%	< 0.71 (< 0.56)				< 0.22		< 1.15 (1.30)		<1.30 (3.00)		> 90%	> 17%
Fair/Average		2.90 - 3.50			5% - 20%	5.0 - 6.5	50 - 80	5 – 6	12% - 40%	0.71 - 0.89 (0.56 - 0.76)				0.22 – 0.62		1.15-1.33 (1.30-2.00)		1.30-1.50 (3.00-6.00)		60% - 90%	11% - 17%
Poor/Below Average		< 2.90			> 20%	< 5.0	< 50	< 5	> 40 %	> 0.89(> 0.76)				> 0.62		> 1.33 (2.00)		>1.50 (6.00)		< 60%	< 11%

^Uninterrupted Flow Facility

*Interrupted Flow Facility

¹Urban Operating Environment

²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment	Length (miles)	Safety Performance Area				Freight Performance Area							
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	Freight Index	Directional TTI (trucks only)		Directional PTI (trucks only)		Closure Duration (mins/milepost closed/year/mile)		Bridge Vertical Clearance (feet)
			NB	SB			NB	SB	NB	SB	NB	SB	
89U-1 ^{*a}	8	0.40	0.76	0.04	17%	0.42	1.19	1.16	2.66	2.11	2,620.5	18.2	No UP
89U-2 ^{^b}	14	1.13	2.01	0.25	31%	0.68	1.10	1.16	1.38	1.58	1,466.1	1.1	No UP
89U-3 ^{^c}	15	0.05	0.10	0.00	Insufficient Data	0.76	1.05	1.11	1.22	1.40	0.0	6.6	No UP
89U-4 ^{^c}	8	0.77	1.53	0.00	Insufficient Data	0.38	1.22	1.32	2.70	2.54	0.0	3.0	No UP
89U-5 ^{*c}	16	1.43	1.48	1.38	Insufficient Data	0.55	1.14	1.20	1.65	1.99	17.7	7.9	No UP
89U-6 ^{^c}	17	0.48	0.11	0.86	Insufficient Data	0.77	1.07	1.06	1.29	1.30	7.1	2.5	No UP
89U-7 ^{^c}	26	0.04	0.08	0.00	Insufficient Data	0.70	1.05	1.07	1.43	1.41	8.4	1.5	No UP
89U-8 ^{^c}	23	1.19	1.29	1.09	71%	0.41	1.27	1.31	2.63	2.27	175,175.6	17.0	No UP
89U-9 ^{*c}	3	2.49	0.51	4.47	17%	0.28	1.40	1.43	3.19	4.09	11.5	192.5	No UP
89U-10 ^{*c}	7	0.12	0.12	0.12	Insufficient Data	0.48	1.21	1.19	2.01	2.14	10.7	0.0	No UP
Weighted Corridor Averages		0.68	0.79	0.58	34%	0.59	1.14	1.17	1.83	1.83	29,717.2	10.6	No UP
SCALES													
Performance Level		2 or 3 or 4 Lane Divided, 4 or 5 Undivided, 2 or 3 Lane Undivided				Uninterrupted (Interrupted)					All		
Good/Above Average		a < 0.77 b < 0.80 c < 0.94			a < 44% b < 42% c < 51%	> 0.77(0.33)	<1.15(1.30)		<1.30(3.00)		< 44.18		> 16.5
Fair/Average		a 0.77 – 1.23 b 0.80 – 1.20 c 0.94 – 1.06			a 44% - 54% b 42% - 51% e 51% - 58%	0.67 - 0.77 (0.17-0.33)	1.15-1.33(1.30-2.00)		1.30-1.50(3.00-6.00)		44.18 -124.86		16.0-16.5
Poor/Below Average		a > 1.23 b > 1.20 c > 1.06			a > 54% b > 51% c > 58%	< 0.67(0.17)	>1.33(2.00)		>1.50(6.00)		> 124.86		< 16.0

^aUninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a4 or 5 Lane Undivided Highway
^b2 or 3 or 4 Lane Divided Highway

^c2 or 3 Lane Undivided Highway



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas (Mobility, Safety, and Freight for the US 89 Corridor). There are five segments with a Medium overall average need, and five segments with a Low overall average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)									
	89U-1	89U-2	89U-3	89U-4	89U-5	89U-6	89U-7	89U-8	89U-9	89U-10
	MP 420-428	MP 428-442	MP 442-457	MP 457-465	MP 465-481	MP 481-498	MP 498-524	MP 524-547	MP 547-550	MP 550-557
Pavement*	Low	None ⁺	Low	Low	Low	None ⁺	None ⁺	Low	High	None ⁺
Bridge	None ⁺	None ⁺	None ⁺	None ⁺	Low	High	None ⁺	None ⁺	Low	None ⁺
Mobility*	Low	Low	None ⁺	Low	Low	Low	Low	Low	High	Low
Safety*	None ⁺	Medium	None ⁺	Low	High	None ⁺	None ⁺	High	High	None ⁺
Freight	Low	High	Low	High	None ⁺	None ⁺	Low	High	Low	None ⁺
Average Need (0-3)	0.62	1.15	0.38	1.15	1.31	0.69	0.38	1.62	2.38	0.23

* Identified as Emphasis Area

N/A indicates insufficient or no data available to determine level of need

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Scale	
None	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

Figure 2: Corridor Location and Segments

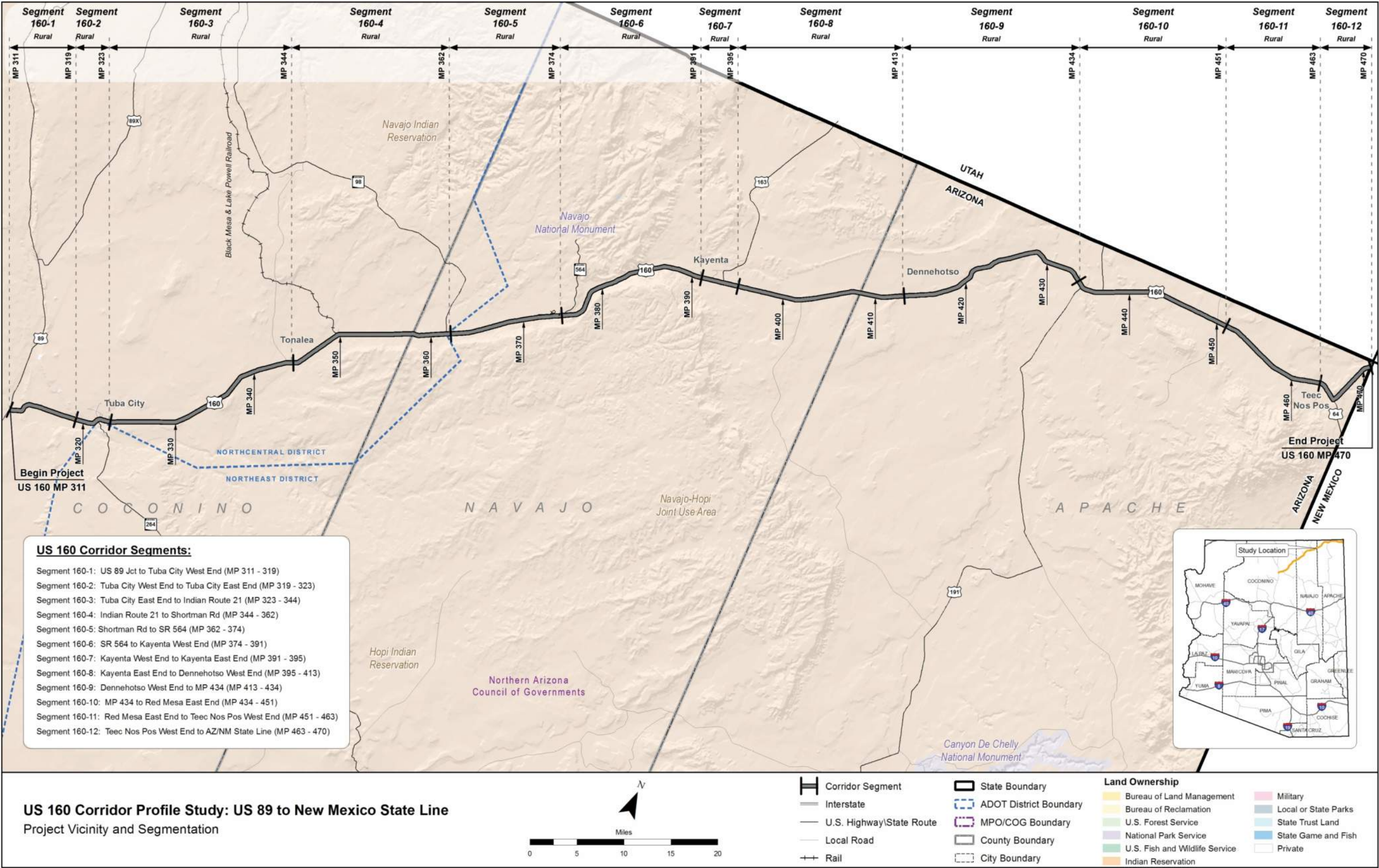




Table 10: Corridor Performance Summary by Segment and Performance Measure

Segment	Length (miles)	Pavement Performance Area			Bridge Performance Area				Mobility Performance Area												
		Pavement Index	Directional PSR		Pavement Failure	Bridge Index	Bridge Sufficiency	Bridge Rating	% Deck Area Functionally Obsolete	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepos t/year/mile)		Directional TTI (all vehicles)		Directional PTI (all vehicles)		% Bicycle Acc.	% Non-Single Occupancy Vehicle (SOV) Opportunities
			EB	WB								EB	WB	EB	WB	EB	WB	EB	WB		
160-1 ^{*e2}	8	4.04	3.76		0.0%	5.00	71.80	5	0.0%	0.25	0.31	0.19	0.19	0.08	0.00	1.07	1.02	1.48	1.88	0%	14.2%
160-2 ^{*e2}	4	3.87	3.59		0.0%	NO BRIDGES IN SEGMENT				0.72	0.87	0.51	0.67	0.10	0.00	1.12	1.17	3.75	3.25	84%	14.2%
160-3 ^{^e2}	21	3.66	3.51		0.0%	NO BRIDGES IN SEGMENT				0.18	0.21	0.15	0.15	0.24	0.05	1.01	1.01	1.30	1.35	19%	12.7%
160-4 ^{^e2}	18	4.16	4.04		0.0%	6.00	64.30	6	100.0%	0.12	0.15	0.08	0.09	0.34	0.70	1.00	1.00	1.31	1.25	9%	14.7%
160-5 ^{^e2}	12	4.39	4.17		0.0%	NO BRIDGES IN SEGMENT				0.17	0.20	0.12	0.13	0.00	0.05	1.01	1.00	1.33	1.23	0%	17.5%
160-6 ^{^e2}	17	3.60	3.40		11.8%	NO BRIDGES IN SEGMENT				0.21	0.25	0.16	0.16	0.12	0.34	1.02	1.06	1.51	2.11	0%	15.9%
160-7 ^{*e2}	4	4.13	4.04		0.0%	NO BRIDGES IN SEGMENT				0.41	0.53	0.26	0.27	0.10	0.15	1.12	1.16	3.26	3.07	6%	6.9%
160-8 ^{^e2}	18	4.03	3.88		0.0%	6.00	83.70	6	0.0%	0.12	0.14	0.08	0.08	0.03	0.01	1.00	1.00	1.15	1.20	0%	7.2%
160-9 ^{^e2}	21	3.29	3.18		28.6%	6.42	76.40	5	52.5%	0.11	0.13	0.10	0.10	0.04	0.04	1.01	1.02	1.37	1.37	1%	12.1%
160-10 ^{^e2}	17	3.45	3.76		11.8%	5.00	62.70	5	100.0%	0.12	0.14	0.07	0.07	0.14	0.01	1.05	1.04	1.89	1.85	1%	16.7%
160-11 ^{^e2}	12	4.00	3.78		0.0%	NO BRIDGES IN SEGMENT				0.11	0.13	0.07	0.07	0.00	0.07	1.02	1.01	2.27	1.83	0%	0.0%
160-12 ^{*e2}	7	4.13	4.03		0.0%	NO BRIDGES IN SEGMENT				0.10	0.12	0.07	0.07	0.09	0.06	1.08	1.12	2.95	3.40	4%	0.0%
Weighted Corridor Average		3.82	3.70		6.29%	5.81	72.55	5.33	34.33%	0.17	0.20	0.12	0.13	0.12	0.14	1.03	1.03	1.65	1.69	6.2%	11.8%
SCALES																					
Performance Level		Non-Interstate								Urban (Rural)					Uninterrupted (Interrupted)				All		
Good/Above Average		> 3.50			< 5%	> 6.5	> 80	> 6	< 12%	< 0.71 (< 0.56)				< 0.22	< 1.15 (1.30)		<1.30 (3.00)		> 90%	> 17%	
Fair/Average		2.90 - 3.50			5% - 20%	5.0 - 6.5	50 - 80	5 – 6	12% - 40%	0.71 - 0.89 (0.56 - 0.76)				0.22 – 0.62	1.15-1.33 (1.3-2)		1.30-1.50 (3-6)		60% - 90%	11% - 17%	
Poor/Below Average		< 2.90			> 20%	< 5.0	< 50	< 5	> 40 %	> 0.89(> 0.76)				> 0.62	> 1.33 (2.00)		>1.50 (6.00)		< 60%	< 11%	

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a4 Lane Freeway with Daily Volume < 25,000
^b4 Lane Freeway with Daily Volume > 25,000

^c2 or 3 or 4 Lane Divided Highway
^d4 or 4 Lane Undivided Highway

^e2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Table 10: Corridor Performance Summary by Segment and Performance Measure (continued)

Segment	Length (miles)	Safety Performance Area				Freight Performance Area								
		Safety Index	Directional Safety Index		% of Fatal + Incapacitating Injury Crashes Involving SHSP Top 5 Emphasis Areas Behaviors	Freight Index	Directional TTI (trucks only)		Directional PTI (trucks only)		Closure Duration (mins/milepost closed/year/mile)		Bridge Vertical Clearance (feet)	
			EB	WB			EB	WB	EB	WB	EB	WB		
160-1**e2	8	0.70	1.40	0.00	Insufficient Data	0.47	1.20	1.15	1.84	2.39	10.33	0.00	No UP	
160-2**e2	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.34	1.17	1.24	2.43	3.49	12.05	0.00	No UP	
160-3^e2	21	3.59	3.61	3.57	47%	0.68	1.07	1.11	1.48	1.47	56.37	9.00	No UP	
160-4^e2	18	1.99	3.83	0.15	Insufficient Data	0.76	1.07	1.08	1.24	1.40	74.91	93.23	No UP	
160-5^e2	12	0.04	0.00	0.07	Insufficient Data	0.77	1.09	1.06	1.36	1.25	0.00	15.85	No UP	
160-6^e2	17	0.39	0.69	0.10	Insufficient Data	0.69	1.10	1.13	1.41	1.48	22.76	59.93	No UP	
160-7**e2	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.22	1.34	1.34	3.98	5.28	18.85	14.75	No UP	
160-8^e2	18	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	0.82	1.05	1.08	1.18	1.26	9.33	5.26	No UP	
160-9^e2	21	1.43	0.72	2.14	Insufficient Data	0.81	1.06	1.06	1.21	1.25	10.24	8.38	No UP	
160-10^e2	17	2.28	1.90	2.66	44%	0.49	1.13	1.10	2.25	1.86	35.48	4.65	No UP	
160-11^e2	12	0.65	1.30	0.00	Insufficient Data	0.48	1.15	1.11	1.74	2.39	0.00	9.30	No UP	
160-12**e2	7	0.37	0.37	0.37	Insufficient Data	0.44	1.19	1.17	2.17	2.33	19.89	26.43	No UP	
Weighted Corridor Averages		1.53	1.75	1.30	46%	0.65	1.10	1.11	1.60	1.74	26.73	23.78	0.00	
SCALES														
Performance Level						Uninterrupted (Interrupted)								
Good/Above Average		Varies				> 0.77(0.33)		<1.15(1.30)		<1.30(3.00)		< 44.18		> 16.5
Fair/Average		Varies				0.67-0.77(.17-.33)		1.15-1.33(1.3-2)		1.30-1.50(3-6)		44.18 -124.86		16.0-16.5
Poor/Below Average		Varies				< 0.67(.17)		>1.33(2.00)		>1.50(6.00)		> 124.86		< 16.0

[^]Uninterrupted Flow Facility
^{*}Interrupted Flow Facility

^a4 Lane Freeway with Daily Volume < 25,000
^b4 Lane Freeway with Daily Volume > 25,000

^c2 or 3 or 4 Lane Divided Highway
^d4 or 4 Lane Undivided Highway

^e2 or 3 Lane Undivided Highway

¹Urban Operating Environment
²Rural Operating Environment



Segment Review

The needs for each segment were combined to numerically estimate the average level of need for each segment of the corridor. **Table 17** provides a summary of needs for each segment across all performance areas, with the average need score for each segment presented in the last row of the table. A weighting factor of 1.5 is applied to the need scores of the performance areas identified

as emphasis areas (Pavement, Mobility, and Safety for the US 160 Corridor). There are nine segments with a Low overall average need, two segments with a Medium overall average need, and one segment with a High overall average need.

Table 17: Summary of Needs by Segment

Performance Area	Segment Number and Mileposts (MP)											
	160-1	160-2	160-3	160-4	160-5	160-6	160-7	160-8	160-9	160-10	160-11	160-12
	MP 311-319	MP 319-323	MP 323-344	MP 344-362	MP 362-374	MP 374-391	MP 391-395	MP 395-413	MP 413-434	MP 434-451	MP 451-463	MP 463-470
Pavement ⁺	None*	None*	None*	None*	None*	Low	None*	None*	Medium	Low	None*	None*
Bridge	Medium	None*	None*	Low	None*	None*	None*	None*	Low	High	None*	None*
Mobility ⁺	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Safety ⁺	Low	N/A	High	High	None*	None*	N/A	N/A	High	High	Low	None*
Freight	None*	None*	Medium	Low	None*	Medium	Medium	None*	None*	High	High	None*
Average Need (0-3)	0.77	0.90	1.23	1.23	0.23	0.77	0.70	0.30	1.54	2.08	0.92	0.23

*A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

+ Identified as an emphasis area for the US 160 Corridor.

Scale	
None	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0